Title: THE 18-MONTH STUDY REPORT ON 65 MPH SPEED LIMIT IN NEW JERSEY

NJDOT NEWS

"Deliver a safe, reliable and affordable transportation system that is considered to be the best - every day and in every way - by those who live, work, play and invest in New Jersey."
Transportation Mission Statement

For Immediate Release
February 22, 2000

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NJDOT DELIVERS 65 MPH REPORT
RECOMMENDS NO ADDITIONAL MILES AT THIS TIME, EXTEND STUDY PERIOD ANOTHER 18 MONTHS

The New Jersey Department of Transportation today delivered its findings and data collected as part of the state's 65 mile-per-hour study program in a report to the Governor and Legislature. Following the 18-month study period, which ended in November 1999, the NJDOT is recommending that the 65 mph program in the state be maintained without adding more miles and that the study period be extended another 18 months.

The report was compiled pursuant to pursuant to P.L. 1997, Chapter 415 -- the law establishing the 65 mph study program on 475 miles of interstates, state highways and toll roads -- and contains four significant findings:

- Actual travel speeds increased on average only 1 mile-per-hour, with the exception of the New Jersey Turnpike where travel speeds increased 3 to 4 miles-per-hour on average.
- Fatalities decreased nearly 10 percent and fatal accidents decreased nearly 8 percent in the 65 mph zones over a similar 18-month period prior to the study period.
- Total accidents in the 65 mph zones increased 18 percent over a similar 18-month period prior to the study period.
- Impacts to air quality and noise were affected minimally due to the nominal change in travel speeds.

"Our primary concern is for the safety of those who use our roads and we took a thoughtful, sensible approach to increasing speed limits around the state on a trial basis. The data shows that there are some positive trends with respect to travel speeds and serious accidents, but the increase in overall accidents gives us pause for concern. I believe the tment of Transportation, in consultation with the Attorney General, has made prudent mendations," Governor Christie Whitman said.

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"The NJDOT developed, with help from the Legislature, a good cross section of roads to test the 65 mph speed limit. While the data shows some positives we need to understand more comprehensively why total accidents have increased. I believe with an additional 18 months to evaluate data, we should be able to draw better conclusions," said Transportation Commissioner James Weinstein.

Commissioner Weinstein noted that an additional 18 months to collect data and evaluate the program would give state transportation engineers a full three years worth of information. A three-year study period is a professionally accepted minimum time frame within which to conduct a traffic safety study.

"If we ultimately recommend changes to the current 65 mph system, then we need to have a better sense of why the numbers are moving in the directions they are," Weinstein added. "But as transportation professionals, we see no overriding reason at this time to suspend or curtail the program."

In May 1998, speed limits were raised on portions of New Jersey roadways. Those roadways included parts of Route 18, Route 55, I-78, I-80, I-195, I-287, I-295, the New Jersey Turnpike, the Garden State Parkway and the Atlantic City Expressway. To encourage safe driving and compliance with the law establishing the 65 mph program penalties for speeding and other violations in the 65 mph zones were doubled.

A copy of the study is attached.

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THE 18 – MONTH STUDY REPORT ON 65 MPH SPEED LIMIT IN NEW JERSEY

PREPARED BY:

NEW JERSEY DEPARTMENT OF TRANSPORTATION

JAMES WEINSTEIN, COMMISSIONER

FEBRUARY 22, 2000

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I. INTRODUCTION

In 1995, the United States Congress repealed the National Maximum Speed Limit of 55 MPH (in effect since 1974 when it was started as a fuel-saving measure) and returned to the states the responsibility for setting speed limits on major highways. While Congress allowed states to increase speed limits on rural interstates to 65 MPH in 1987, New Jersey did not change the 55 MPH speed limit, as very little mileage qualified as rural interstate. The federal government lifted the rural interstate restrictions in 1995.

In late 1997, the New Jersey Legislature acted to raise the 55 MPH speed limit to 65 MPH on portions of the state highway system, including but not limited to, interstate highways and highways of similar design and access control. The legislation also established the 65 MPH speed limit as prima facie on the New Jersey Turnpike, the Garden State Parkway and the Atlantic City Expressway. Through negotiations, the Legislature and the Administration agreed to an 18-month Study test period on "approximately 400 miles" of highway statewide. The new law, approved January 19, 1998, gave the Department of Transportation (DOT), in consultation with the Attorney General and the toll authorities, four months to establish the designated network, and the DOT the lead in implementing the 65 MPH Speed Limit for the 18-month Study period. The list of these designated roadway segments is detailed in Appendix A.

An integral enforcement aspect of the new law was inclusion of safety-related traffic offenses, such as reckless driving, changing lanes without signaling, and speeding at 10 miles per hour or more over the 65 MPH limit, for which the fines were doubled if committed in the 65 MPH zone. The list included what are often characterized as aggressive driving offenses. Fines were also doubled for offenses committed while speeding at 20 miles per hour or more in the non-65 MPH zones. While the maximum speed limit was increased, a more stringent enforcement regimen was established to deter excessive speed and other unsafe driving practices.

On May 19, 1998, the Commissioner of Transportation designated 475.49 miles of roadway for a 65 MPH Speed Limit in New Jersey, pursuant to Public Law 1997, Chapter 415, for a study period of 18 months. At the end of this study period, the Department of Transportation, through a statewide task force, had three months to submit a study to the Governor and the Legislature. The legislation provides that the Commissioner of Transportation, in consultation with the Attorney General and the New Jersey Turnpike Authority (NJTA), the New Jersey Highway Authority (NJHA), and the South Jersey Transportation Authority (SJTA), shall recommend speed limit modifications, and whether 65 MPH roadway mileage should be increased, decreased or stay the same.

During the 18-month study period following implementation of the 65 MPH, the statewide task force (consisting of representatives from NJDOT, NJTPA, NJHA, SJTA and the New Jersey State Police) looked at overall impacts on factors such as public safety, environmental and cost issues, speed, accident rates, fatalities, enforcement, and air quality.

II. INITIATION OF NEW MAXIMUM SPEED LIMIT

A. Establishment of Task Force

A Task Force was established of representatives within the DOT to develop an Implementation Plan, and an 18-month Study Plan. Representatives include the following divisions/bureaus: Traffic Engineering and Safety Programs, Operations, Capital Program Management/Design Services, Division of Transportation Systems Planning, Transportation Data Development, Legislative Analysis, Motor Vehicles, Communications and Deputy Attorney General for DOT. Representatives of other non-DOT agencies include: Toll Authorities, State Police, Highway Safety, Attorney General, and Administrative Office of the Courts. The Task Force met throughout the study period.

B. Selection of Roadways for 65 MPH

To determine the approximately 400 miles of roadway segments to be posted at 65 MPH, the Task Force used criteria that would help identify for the public the different environments between 55 MPH and 65 MPH. The roadway segments selected for 65 MPH were based on the following criteria:

Segments must be at least 10 miles in length - This is an informal national standard intended to prevent driver confusion from seeing too much variance in posted speed limits on the same roadway. This eliminates the short freeway segments on State Routes including: Rtes 1, 3, 4, 15, 21, 24, 29, 33, 42, 440, and 495.

Spacing of access ramps must not be too short - When there are closely spaced ramps, it leads to significant roadside friction, with all the weaving and merging movements occurring, making travel at higher speeds less safe. This tends to be common in the inner urban areas.

Roadway Segment must be designed for 65 MPH - This tends to be a problem in the inner urban areas with significant developments and high population densities. In order to accommodate the heavier traffic volumes, design characteristics of the roadway may not be favorable to higher speeds. These design characteristics include acceleration and deceleration lanes to and from low speed ramps, vertical curves crossing over surface streets, narrow shoulder widths, etc. Again this tends to be most common in the inner urban areas.

Roadway Segment must not experience significant recurring congestion - Roads that experience significant congestion over several hours of the day, create an environment that can be unsafe for higher speeds. Although these roads may experience light traffic at late night and early morning hours, the periods of congestion experience significant weaving and higher numbers of accidents.

In summary, the roadway segments selected for the 65 MPH Speed Limit tended to be in rural and suburban settings, while the 55 MPH Speed Limit remained in the more urban areas.

C. Initiation of 65 MPH Speed Limit

The Task Force identified necessary signing and safety measures to implement the 65 MPH speed limit. Where appropriate, this included change of 55 MPH Speed Limit signs to 65 MPH speed limit signs, installation of "Reduce Speed Ahead" signs at the end of the 65 mph zones, and "fines doubled" signs at intermittent points along the 65 MPH zones.

An 18-month Study Plan was developed to assess impacts to travel speeds, safety records, enforcement, and the environment (air and noise). This required taking field measurements and accumulating data from agency record-keeping systems.

Due to the change in the fine schedule, efforts to develop, print and distribute fine schedules through the Administrative Office of the Courts for new police summons were expedited prior to initiation of the 65 MPH speed limit.

To make comparisons of the 55 and 65 MPH speed limits, a compilation of "before" data was required for the Study Plan by the Task Force.

When the 65 MPH speed limit began on May 19th, all these requirements were completed and in place.

Travel speeds were measured at least once every three months at various points along New Jersey highways posted at 65 MPH and 55 MPH through the use of detector stations. The type of detector station used on the state highways is an in-ground inductive loop detector that measures the speed of each vehicle which passes over the detection zone. This data is collected and processed to analyze the travel speeds and volumes. Attached is a Monitoring Report of measurements made on the state highways. At various locations, "before" measurements were taken prior to May 19, 1998 (when 65 MPH went into effect), with "after" measurements taken and presented for comparison. The volume of vehicles for each 24-hour period is presented. Then, travel speeds are presented in terms of "average" "median" and "85th-percentile."

Average speed is the most commonly used speed statistic and is the summation of all individual speed measurements divided by the total number of vehicles.

Median speed is the speed which is exceeded or equaled by exactly half the vehicles from which the data was collected.

85th-percentile speed is sometimes referred to as the critical speed as it is commonly used as a guide in establishing reasonable speed limits. This represents the speed which 85% of the vehicles are traveling under.

The last three columns of the tables in Appendix B reflect the percentage of motorists exceeding 65 MPH, 70 MPH and 75 MPH.

Environmental impacts were measured by the DOT for both air and noise levels. Air quality and noise level measurements were made by models, based on field measurements of travel speeds and volumes. Actual field measurements would not be useful as they would be subject to undetermined factors influencing readings.

Throughout the study period, the State Police collected data on accidents and violations.

III. RESULTS

A. Travel Speeds

Changes in the measured average travel speeds in the 65 MPH zones were found to experience nominal differences compared to prior 65 MPH conditions, as some locations increased and some decreased, generally less than 2 mph. Appendix B identifies the travel speeds taken at various time intervals for different sections of the state highway system.

The only difference to this similarity appears on the New Jersey Turnpike, where the "before" and "after" travel speeds are within 3-4 mph. The "after" speeds on the Turnpike are comparable to the other highways in the study. There were different measuring techniques between the DOT and the three toll authorities, however, the measuring techniques used were consistent during the "before" and "after" time periods. Appendix C contains the speed surveys from the toll authorities.

In conclusion, the reasons for the nominal differences in the travel speeds could be due to many factors, including enforcement, public outreach, respect for the speed limit, uniformity in traffic flows, and increased fines. The change to the 65 MPH speed limit during the study period had minimal impact on actual travel speeds.

B. Environmental Impacts

Environmental impacts were studied by the DOT for both air and noise levels. Air quality and noise levels were determined by models based on field measurements of travel speeds and volumes. Increases in speed tend to mean increases in emissions, however, changes in routes by motorists could affect the emissions too.

In order to estimate the impact on air quality, the analysis was conducted to investigate potential travel speed changes and traffic diversions to the higher-speed facilities. Because the speed limit change affected facilities throughout New Jersey, the New Jersey Statewide Model was utilized. In order to estimate the change in emissions resulting from the higher-speed facilities, speeds for the modeled traffic volumes were calculated using the network Post Processor for Air Quality (PPAQ). Emission estimates were calculated within PPAQ using the MOBILES emission program developed by the US EPA.

The air quality study was conducted based upon a set of observed speed and volume data collected over the 18-month study period. The emissions were calculated for the "before" condition using data collected prior to the speed limit increase and the "after" condition using

data collected after the increase. The results of these conditions were compared to determine air quality impacts.

Changes in travel speed can potentially affect many aspects related to travel, which in turn could affect the rate of emissions. The observed data indicate that the speed changes on most of the 65 MPH facilities increased an average of one mph, except for some of the Turnpike facilities which increased by an average of four mph. Therefore, the speed changes from the observed data are reflected in the air quality analysis.

Another aspect is the potential for traffic diversion to the higher speed facilities, as the increased speed would provide potential travel timesavings over the nearby parallel routes. However, the small amount of traffic diversion observed directly from the data was inconclusive. The changes reflected are within the margins of error associated with the data collection equipment and technique.

Considering that the observed aggregate speed changes listed above and that the levels of potential diversion for the increased speed are relatively minor, the emission analysis assumed that diversion would not be significant. The air emission analysis indicated nominal increases of 0.20%, 0.90%, and 1.15% for Volatile Organic Compounds (VOC), Nitrous Oxides (NO_x), and Carbon Monoxides (CO) emissions, respectively.

It is generally accepted that it requires a change in noise level of 3 decibels or more to be perceived by the general public. The change in travel speeds reported in this study are at most 2 mph. This small change in travel speed would not generate an increase in noise levels of 3 decibels and therefore would not be a perceptible change in the noise environment adjacent to the highways.

C. Safety

Fatal accidents in 65 MPH zones have decreased since the implementation of the 65 MPH speed limit.[1] There were ten fewer deaths, representing a 9.6 percent decrease, on the sections of highway that now have the 65 MPH speed limit and seven fewer fatal accidents, representing a 7.9 percent decrease, than on those sections of highway for a comparable time period. It should be noted, however, that fatal accidents comprise less than one percent of all reported accidents and may not be a statistically relevant indicator of safety.

Notably, accidents on sections of highways with 65 MPH speed limits increased 18.3 percent. Accidents with injuries increased by 9.4 percent, and the total number of people injured increased by 5.9 percent from a comparable time period. An analysis of certain 65 MPH zones and adjacent 55 MPH zones were made for comparison basis with accidents from the 12-month period before 65 MPH was implemented, to the 12-month period after 65 MPH was implemented. The highways analyzed were I-78, I-80 and I-287. The findings showed that

[1] Accident data was compiled by the State Police. For comparison purposes, the base period captures information on sections of highway now designated as 65 MPH zones from June, 1996 to November, 1997. The statutory study period ran from June, 1998 to November, 1999. These time periods provide a month-to-month comparison of data and allow for approximately the same weather conditions and travel patterns to be considered.

accidents increased in the 65 MPH zones by 12.0%, and increased in the 55 MPH zones by 12.9%.

Accident rates fluctuate over time. In periods between 1984 and 1996, rates vary as much as 12 percent per year[2]. The study captured data for a fixed 18-month period. Accordingly, it is not possible to determine whether the increase in accidents in 65 MPH zones represents a normal fluctuation in accident rates or suggests that increased speed contributes to increased accidents. Appendix D identifies overall fatal accidents and total accidents in 65 MPH roadway segments and individually for each roadway segment selected for the test period.

D. Enforcement

Appendix F provides information on State Police enforcement efforts since implementation of the 65 MPH speed limit. The table summarizes the number of speeding summons (broken down incrementally by the number of miles over the speed limit), accident data (broken down by accident type), and "aggressive driver" violations (broken down by specific statutory violations). The enhanced speed enforcement campaign of the State Police resulted in approximately one-third of all speeding summons being issued for speeding 1-9 miles over the posted speed limit.

IV. RECOMMENDATIONS

The following summarizes the findings of the 18-month study period effort:

- Average increase in travel speeds of 1 mph, on the various roadway sections in the 65 MPH zones, with the exception of the Turnpike which increased 3-4 mph, on various segments. The "after" speeds on the Turnpike ranged from 63 to 68 MPH, falling in line with the "after" speeds on the other state highways.
- Environmental impacts regarding air quality and noise were only nominally affected due to the nominal change in the travel speeds.
- Fatalities decreased 9.6% and fatal accidents decreased 7.9% in the 65 MPH zones over a similar 18-month period prior to the study period.
- Reported accidents increased 18.3% in the 65 MPH zones over a similar 18-month period prior to the study period. Adjacent 55 MPH zones had slightly higher increases in the number of reported accidents than the 65 MPH zones during a similar time period.

Some roadway sections in the 65 MPH zones appear to be very favorable for the 65 MPH speed limit; however, with other roadways, the information is mixed. The data is not conclusive. Therefore, it is recommended that any conclusive long-term decisions on the 65 MPH speed limit cannot be made at this time. Rather, it is recommended to extend the study period another 18 months, in order to perform a more detailed analysis that is completed in a time frame more acceptable for professional practice in the area of transportation safety.

As noted previously, accident rates fluctuate over time. In periods between 1984 and

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[2] 1998 New Jersey Department of Transportation's Annual Safety Report (See Appendix E)

1996, rates vary as much as 12 percent per year[3]. The study captured data for a fixed 18-month period. Accordingly, it is not possible to determine whether the increase in accidents in 65 MPH zones represents a normal fluctuation in accident rates or suggests that increased speed contributes to increased accidents.

The Department of Transportation, in consultation with the Attorney General, the New Jersey Turnpike Authority, the New Jersey Highway Authority, and the South Jersey Transportation Authority, recommends that the existing roadway segments currently posted at 65 MPH be maintained at 65 MPH, and that no additional mileage be added at this time.

Monitoring by all agencies on the Task Force should continue with reports on the maximum speed limit, submitted to the Commissioner of Transportation. Furthermore, staff should take a closer look at any locations experiencing higher frequencies of accidents. At this point, it is not known why accidents increased, and it raises great concern. However, the Task Force needs to learn more about the increases and implement appropriate safety counter-measures at appropriate locations, along with a proactive outreach to educate motorists on safe travel. An increase in the size and scope of the study is warranted. Further, analysis is needed on parallel and adjacent roadways to better understand the overall effects.

[3] 1998 New Jersey Department of Transportation's Annual Safety Report (See Appendix E)

APPENDIX A: DESIGNATED 65 MPH ROADWAY SEGMENTS

APPENDIX A

Designated 65 MPH Roadway Segments

Route	Begin/End Municipality, County (Approximate Mile Post)	Section Length (Miles)
NJ Rt. 18 from approximately US Route 9 to NJ Route 36.	Tinton Falls Borough, Monmouth Co. (MP 14.79) to Marlboro Twp., Monmouth Co. (MP 29.88)	15.09
NJ Rt. 55 from north of the southern most NJ Route 47 intersection to south of the northern most NJ Route 47 intersection.	Maurice Twp., Cumberland Co. (MP 21.49) to Deptford Twp., Gloucester Co. (MP 55.98)	34.49
I-78 (State Jurisdiction) from east of the Delaware River to west of NJ Route 24. Note: Delaware River to Rt. US 22 (MP 0.0-4.16) is Delaware River Joint Toll Bridge Commission jurisdiction.	Pohatcong Twp., Warren Co. (MP 0.45) to Springfield Twp., Union Co. (MP 48.12)	47.67
I-80 from east of NJ Rt. 94 to west of I-287.	Knowlton Twp., Warren Co. (MP 5.10) to Parsippany-Troy Hills Twp., Morris Co. (MP 41.87)	36.77
I-195 from west of Rt. US 130 to west of NJ Rt. 34.	Hamilton Twp., Mercer Co. (MP 3.73) to Wall Twp., Monmouth Co. (MP 33.81)	30.08
I-287 from north of Rt. US 46 to the vicinity of the New York State line.	Parsippany-Troy Hills Twp., Morris Co. (MP 43.11) to Mahwah Twp., Bergen Co. (MP 66.30)	23.19
I-295 from south of NJ Rt. 48 to south of Little Mantua Creek. I-295 from north of NJ Rt. 70 to south of US Rt. 1.	Carney's Point Twp., Salem Co. (MP 4.0) to West Deptford Twp., Gloucester Co. (MP 20.0) Cherry Hill Twp., Camden Co. (MP 35.26) to Lawrence Twp., Mercer Co. (MP 67.10)	16.00 31.84
Atlantic City Expressway from the vicinity of the Garden State Parkway to the vicinity of NJ Rt. 42.	Egg Harbor Twp., Atlantic Co. (MP 8.0) to Washington Twp., Gloucester Co. (MP 44.19)	36.19
Garden State Parkway from north of the Great Egg Harbor Bridge to south of the Raritan Toll. Garden State Parkway from north of NJ Rt. 17 to south of the New York State line.	Somers Point City, Atlantic Co. (MP 29.0) to Sayreville Boro., Middlesex Co. (MP 123.5) Paramus Boro., Bergen Co. (MP 163.3) to Montvale Boro., Bergen Co. (MP 172.0)	94.50 8.70
NJ Turnpike from north of Interchange 1 to south of Interchange 13. NJ Turnpike (PA Tpk. Ext.) from east of the Delaware River to the New Jersey Turnpike mainline.	Carney's Point Twp., Salem Co. (MP 1.5) to Linden City, Union Co. (MP 97.2) Florence Twp., Burlington Co. (MP 1.3) to Mansfield Twp., Burlington Co. (MP 6.57)	95.7 5.27
TOTAL		**475.49**

APPENDIX B: 65 MPH SPEED MONITORING REPORTS ON STATE HIGHWAYS

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1998 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-295 NB, Mount Laurel Twp., Burlington Co.
MILE POST: 39.6 **POSTED SPEED LIMIT=65 MPH**

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	35,443	65	66	72	95	48	18	4
FEB 98	36,447	65	66	72	95	49	18	4
MAR 98	37,355	65	67	72	96	52	20	5
APR 98	39,593	65	66	72	95	50	19	5
MAY 98*	38,588	65	66	72	97	47	15	3
JUN 98	40,775	65	67	71	97	50	14	2
JUL 98	No data available							
AUG 98	38,694	65	67	71	92	51	15	3
SEP 98	39,021	64	66	71	90	49	14	3
OCT 98	39,725	64	66	71	88	47	12	2
NOV 98	38,853	64	66	71	84	45	11	2
DEC 98	38,370	63	66	71	84	44	11	2
AVERAGE	**38,442**	**65**	**66**	**71**	**92**	**48**	**15**	**3**

LOCATION: I-295 SB, Mount Laurel Twp., Burlington Co.
MILE POST: 39.6 **POSTED SPEED LIMIT=65 MPH**

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	36,870	65	67	72	95	51	20	5
FEB 98	38,112	65	67	72	96	52	21	5
MAR 98	37,837	65	67	72	96	52	20	5
APR 98	40,826	65	67	73	96	53	67	5
MAY 98*	39,705	65	66	72	96	49	16	4
JUN 98	39,323	65	67	71	97	52	15	3
JUL 98	41,088	66	67	72	97	56	18	3
AUG 98	40,055	66	67	72	98	60	21	4
SEP 98	38,017	66	67	72	96	58	21	4
OCT 98	No data available							
NOV 98	40,333	67	68	73	98	63	25	5
DEC 98	40,930	66	67	73	97	60	23	5
AVERAGE	39,372	**66**	**67**	**72**	**97**	**55**	**24**	**4**

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1998 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-78 EB, Union Twp., Hunterdon Co.
MILE POST: 14.5 POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	No data available							
FEB 98	No data available							
MAR 98	No data available							
APR 98	No data available							
MAY 98*	No data available							
JUN 98	38,355	65	67	72	96	53	16	2
JUL 98	39,105	66	67	72	97	58	20	3
AUG 98	39,863	66	67	72	97	59	21	3
SEP 98	37,608	65	67	72	95	56	19	3
OCT 98	37,433	65	67	72	93	55	20	3
NOV 98	36,103	65	67	73	92	58	23	5
DEC 98	35,867	65	67	73	92	58	24	5
AVERAGE	**37,762**	**65**	**67**	**72**	**95**	**57**	**20**	**3**

LOCATION: I-78 WB, Union Twp., Hunterdon Co.
MILE POST: 14.5 POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	No data available							
FEB 98	33,225	61	63	70	71	32	10	2
MAR 98	33,563	61	64	70	74	33	10	1
APR 98	36,183	62	64	71	82	38	12	2
MAY 98*	35,684	63	65	71	89	39	11	2
JUN 98	35,686	64	66	71	91	43	11	1
JUL 98	38,727	64	66	71	91	46	13	2
AUG 98	39,718	64	66	72	91	50	15	2
SEP 98	36,552	64	66	72	91	50	15	2
OCT 98	37,276	64	66	71	90	47	15	2
NOV 98	36,448	64	66	72	90	49	15	2
DEC 98	35,114	63	66	71	88	45	14	2
AVERAGE	36,198	**63**	**65**	**71**	**86**	**43**	**13**	**2**

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1998 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-80 EB, Knowlton Twp., Warren Co.

MILE POST: 8.5 POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	16,847	67	70	77	83	66	42	16
FEB 98	18,376	67	70	77	84	67	43	16
MAR 98	18,100	67	71	77	83	67	44	17
APR 98	19,857	68	71	77	89	71	46	18
MAY 98*	21,792	69	71	77	98	72	43	16
JUN 98	21,951	66	68	73	98	63	22	4
JUL 98	24,024	67	69	74	98	67	25	6
AUG 98	25,114	67	69	74	98	68	28	6
SEP 98	21,725	67	69	74	98	69	29	7
OCT 98	21,399	67	69	74	98	70	30	8
NOV 98	21,314	67	69	75	96	72	33	9
DEC 98	20,311	67	69	74	93	70	32	9
AVERAGE	20,901	67	70	75	94	69	34	11

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1998 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-80 EB, Roxbury Twp., Morris Co.
MILE POST: 32.4 POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	No data available							
FEB 98	No data available							
MAR 98	No data available							
APR 98	No data available							
MAY 98*	45,978	65	67	72	93	57	20	4
JUN 98	44,432	65	67	73	91	59	22	4
JUL 98	44,781	67	69	74	97	66	27	6
AUG 98	45,974	67	69	74	96	67	28	6
SEP 98	44,125	65	69	74	90	64	29	7
OCT 98	38,517	64	68	74	89	62	28	7
NOV 98	44,019	66	69	74	93	68	32	8
DEC 98	48,794	67	69	74	97	69	32	8
AVERAGE	**44,578**	**66**	**68**	**74**	**93**	**64**	**27**	**6**

LOCATION: I-80 WB, Roxbury Twp., Morris Co.
MILE POST: 32.4 POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	No data available							
FEB 98	No data available							
MAR 98	No data available							
APR 98	No data available							
MAY 98*	51,612	65	66	72	96	50	15	3
JUN 98	52,588	65	67	72	96	51	15	3
JUL 98	No data available							
AUG 98	55,001	66	67	72	97	59	21	4
SEP 98	51,940	66	67	72	95	58	21	4
OCT 98	51,945	65	67	73	91	56	22	5
NOV 98	50,515	65	67	73	90	58	24	6
DEC 98	No data available							
AVERAGE	**52,652**	**65**	**67**	**72**	**94**	**55**	**20**	**4**

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1998 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-195, Upper Freehold Twp., Monmouth Co.

MILE POST: 9.5 **POSTED SPEED LIMIT=65 MPH**

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	No data available							
FEB 98	No data available							
MAR 98	No data available							
APR 98	No data available							
MAY 98*	No data available							
JUN 98	No data available							
JUL 98	No data available							
AUG 98	No data available							
SEP 98	29,199	65	66	71	96	49	12	2
OCT 98	36,033	65	67	71	96	50	14	2
NOV 98	31,310	64	67	72	94	52	15	3
DEC 98	31,531	64	67	72	92	51	16	3
AVERAGE	**32,018**	**65**	**67**	**72**	**95**	**51**	**14**	**3**

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1998 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-295 SB, Carneys Point, Salem Co.
MILE POST: 2.9
POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	11,799	64	66	72	95	46	15	3
FEB 98	11,440	65	66	72	96	48	16	3
MAR 98	11,590	64	66	72	94	45	16	3
APR 98	13,149	65	66	72	95	49	19	3
MAY 98*	14,473	65	66	72	96	50	16	2
JUN 98	14,961	65	67	72	97	53	16	2
JUL 98	16,073	65	67	72	97	53	17	3
AUG 98	14,889	66	68	72	97	55	19	4
SEP 98	13,778	66	68	72	97	54	19	4
OCT 98	13,889	66	68	73	97	57	21	4
NOV 98	14,161	66	68	74	97	64	26	5
DEC 98	14,103	66	67	72	96	60	23	4
AVERAGE	**13,692**	**65**	**67**	**72**	**96**	**53**	**19**	**3**

LOCATION: I-295 NB, Carneys Point, Salem Co.
MILE POST: 2.9
POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	11,631	61	63	69	80	27	5	1
FEB 98	11,348	61	63	69	81	30	6	1
MAR 98	12,067	62	64	71	82	34	11	2
APR 98	13,063	62	64	71	83	36	12	2
MAY 98*	14,903	62	64	70	84	35	10	1
JUN 98	14,498	62	64	71	86	39	11	1
JUL 98	17,398	63	64	71	88	42	13	2
AUG 98	14,898	63	64	71	87	42	13	2
SEP 98	13,838	63	64	71	86	41	12	2
OCT 98	13,702	63	64	71	87	42	13	2
NOV 98	13,916	63	65	71	88	44	14	2
DEC 98	13,488	63	64	71	86	42	13	2
AVERAGE	**13,729**	**62**	**64**	**71**	**85**	**38**	**11**	**2**

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1998 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: NJ-55, NB/SB, Vineland Twp., Cumberland Co.

MILE POST: 37 POSTED SPEED LIMIT=65 MPH

MONTH 1998	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 98	20,408	62	64	69	87	32	9	2
FEB 98	21,995	62	64	69	80	30	8	2
MAR 98	22,941	61	63	69	78	28	7	2
APR 98	25,533	62	64	69	82	31	8	2
MAY 98*	29,790	62	64	69	82	28	5	1
JUN 98	32,816	63	65	69	89	36	6	1
JUL 98	37,415	64	66	70	94	43	9	1
AUG 98	37,269	65	66	71	96	49	11	2
SEP 98	31,973	65	66	71	96	49	12	2
OCT 98	26,875	65	66	71	95	50	13	2
NOV 98	24,755	64	66	71	94	50	13	2
DEC 98	23,379	64	66	71	92	49	13	2
AVERAGE	27,929	63	65	70	89	40	10	2

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1999 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-295 NB, Mount Laurel Twp., Burlington Co.
MILE POST: 39.6 **POSTED SPEED LIMIT=65 MPH**

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	35,002	63	65	70	81	40	10	2
FEB 99	38,255	64	66	71	84	45	12	2
MAR 99	40,031	64	66	71	83	47	13	2
APR 99	40,912	64	66	71	85	49	15	3
MAY 99	40,660	65	67	72	88	53	18	4
JUN 99	42,979	65	67	72	91	56	20	4
JUL 99	40,739	66	67	73	92	58	21	5
AUG 99	41,385	66	67	73	94	59	21	5
SEP 99	40,888	65	67	72	92	53	16	3
OCT 99	39,148	64	66	70	95	40	10	2
NOV 99	41,857	64	65	70	95	38	10	2
DEC 99	No data available							
AVERAGE	**40,169**	**65**	**66**	**71**	**89**	**49**	**15**	**3**

LOCATION: I-295 SB, Mount Laurel Twp., Burlington Co.
MILE POST: 39.6 **POSTED SPEED LIMIT=65 MPH**

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	36,110	65	67	72	94	55	20	4
FEB 99	38,586	66	67	73	97	60	23	5
MAR 99	41,171	66	68	73	96	61	24	6
APR 99	41,768	67	68	74	98	64	26	6
MAY 99	42,318	67	69	74	98	66	29	7
JUN 99	43,947	67	69	74	98	66	28	7
JUL 99	42,317	67	69	74	98	66	29	7
AUG 99	43,166	67	69	74	98	67	30	7
SEP 99	42,321	67	68	74	97	64	28	7
OCT 99	39,677	66	68	73	97	61	23	5
NOV 99	42,628	66	67	73	97	60	22	4
DEC 99	No data available							
AVERAGE	41,274	**66**	**68**	**73**	**97**	**63**	**26**	**6**

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1999 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-78 EB, Union Twp., Hunterdon Co.
MILE POST: 14.5 **POSTED SPEED LIMIT=65 MPH**

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	30,507	64	67	72	89	50	18	3
FEB 99	33,983	65	67	72	92	54	20	3
MAR 99	35,302	65	67	73	90	55	22	4
APR 99	37,608	66	68	73	95	60	24	5
MAY 99	38,288	66	68	73	95	61	24	4
JUN 99	40,249	66	68	73	97	63	25	5
JUL 99	39,945	67	69	74	97	66	28	6
AUG 99	40,661	67	69	74	97	66	29	6
SEP 99	37,597	65	67	73	93	59	24	5
OCT 99	37,984	65	67	74	90	58	25	5
NOV 99	No data available							
DEC 99	No data available							
AVERAGE	37,212	66	68	73	94	59	24	5

LOCATION: I-78 WB, Union Twp., Hunterdon Co.
MILE POST: 14.5 **POSTED SPEED LIMIT=65 MPH**

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	No data available							
FEB 99	33,895	63	66	72	83	48	16	2
MAR 99	35,042	63	66	71	79	45	15	2
APR 99	37,311	63	66	72	70	46	17	3
MAY 99	37,603	63	66	72	70	48	19	3
JUN 99	39,779	63	66	72	70	49	19	3
JUL 99	39,928	64	66	72	76	49	18	3
AUG 99	40,552	63	66	72	73	49	19	3
SEP 99	37,361	63	66	72	69	46	18	3
OCT 99	38,814	64	67	72	74	50	20	3
NOV 99	No data available							
DEC 99	No data available							
AVERAGE	37,809	63	66	72	74	48	18	3

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1999 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-80 EB, Knowlton Twp., Warren Co.
MILE POST: 8.5
POSTED SPEED LIMIT=65 MPH

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	16,856	65	68	74	89	59	24	6
FEB 99	19,174	66	68	74	91	64	27	6
MAR 99	19,134	66	69	74	92	66	29	7
APR 99	21,197	67	69	74	97	71	32	8
MAY 99	23,062	68	69	75	97	72	33	9
JUN 99	23,240	68	69	75	96	72	34	9
JUL 99	24,354	68	70	75	96	74	36	10
AUG 99	26,141	68	70	76	96	74	37	11
SEP 99	23,975	67	69	75	94	71	34	9
OCT 99	23,425	68	70	76	96	73	37	11
NOV 99	No data available							
DEC 99	No data available							
AVERAGE	**22,056**	**67**	**69**	**75**	**94**	**70**	**32**	**9**

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Roadway Systems Section

1999 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-80 EB, Roxbury Twp., Morris Co.
MILE POST: 32.4 POSTED SPEED LIMIT=65 MPH

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	38,016	65	68	74	92	59	26	6
FEB 99	46,022	66	68	74	94	64	27	6
MAR 99	45,032	66	69	74	92	64	30	7
APR 99	47,750	66	69	74	93	66	31	8
MAY 99	46,850	67	69	74	95	66	31	8
JUN 99	47,090	67	69	75	95	67	33	9
JUL 99	51,327	68	69	75	97	71	36	10
AUG 99	47,294	68	70	76	96	71	37	10
SEP 99	No data available							
OCT 99	49,856	67	69	76	93	69	36	11
NOV 99	No data available							
DEC 99	No data available							
AVERAGE	46,582	67	69	75	94	66	32	8

LOCATION: I-80 WB, Roxbury Twp., Morris Co.
MILE POST: 32.4 POSTED SPEED LIMIT=65 MPH

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	45,341	63	67	74	87	57	24	6
FEB 99	47,864	64	67	73	88	56	22	5
MAR 99	49,585	66	68	73	93	60	25	6
APR 99	51,941	65	68	74	91	61	27	6
MAY 99	52,554	66	68	74	93	62	26	6
JUN 99	54,704	66	68	74	94	61	26	6
JUL 99	55,704	66	68	74	94	63	27	6
AUG 99	54,165	66	68	74	94	63	28	7
SEP 99	No data available							
OCT 99	53,375	64	67	73	88	54	23	5
NOV 99	No data available							
DEC 99	No data available							
AVERAGE	51,693	65	68	74	91	60	25	6

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1999 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-195, Upper Freehold Twp., Monmouth Co.

MILE POST: 9.5 **POSTED SPEED LIMIT=65 MPH**

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	26,286	63	66	71	91	47	13	2
FEB 99	29,256	64	67	71	92	51	15	2
MAR 99	32,479	63	67	72	90	54	18	3
APR 99	38,088	64	67	72	95	55	18	3
MAY 99	42,300	63	67	72	91	52	17	3
JUN 99	47,015	64	67	72	94	54	18	3
JUL 99	49,237	65	67	72	95	53	17	3
AUG 99	50,351	65	67	72	95	54	18	3
SEP 99	40,013	64	67	72	92	54	19	3
OCT 99	37,052	63	66	71	93	44	13	2
NOV 99	35,252	65	67	72	97	51	17	3
DEC 99	No data available							
AVERAGE	38,848	64	67	72	93	52	17	3

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1999 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: I-295 NB, Carneys Point, Salem Co. **POSTED SPEED LIMIT=65 MPH**

MILE POST: 2.9

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	11,688	61	64	71	81	36	12	1
FEB 99	12,880	63	64	71	87	41	14	1
MAR 99	13,654	63	64	71	86	41	14	1
APR 99	14,228	63	64	71	86	41	12	2
MAY 99	14,390	63	64	71	86	42	12	2
JUN 99	15,482	62	64	71	86	40	10	1
JUL 99	15,105	62	64	71	85	38	8	1
AUG 99	15,428	62	64	71	86	40	10	3
SEP 99	14,014	61	64	68	81	35	7	1
OCT 99	14,099	64	66	72	90	46	15	3
NOV 99	No data available							
DEC 99	No data available							
AVERAGE	**14,097**	**62**	**64**	**71**	**85**	**40**	**11**	**2**

LOCATION: I-295 SB, Carneys Point, Salem Co. **POSTED SPEED LIMIT=65 MPH**

MILE POST: 2.9

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	12,199	65	67	72	94	56	20	3
FEB 99	12,919	66	67	72	97	59	21	3
MAR 99	13,277	65	67	72	96	58	22	3
APR 99	14,532	66	68	73	98	58	22	5
MAY 99	14,729	66	68	73	98	57	20	5
JUN 99	15,070	66	68	73	97	58	22	5
JUL 99	15,633	66	68	73	97	58	22	5
AUG 99	16,195	67	68	74	98	61	25	6
SEP 99	14,660	66	68	73	97	55	20	5
OCT 99	14,464	66	68	73	97	60	24	5
NOV 99	No data available							
DEC 99	No data available							
AVERAGE	**14,368**	**66**	**68**	**73**	**97**	**58**	**22**	**5**

New Jersey Department of Transportation

Bureau of Transportation Data Development

Roadway Systems Section

1999 AVERAGE MONTHLY SPEED DATA

(Effective date of 65 MPH: May 19, 1998)

LOCATION: NJ-55, NB/SB, Vineland Twp., Cumberland Co.

MILE POST: 37 **POSTED SPEED LIMIT=65 MPH**

MONTH 1999	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVERAGE	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 99	20,285	61	64	69	86	29	6	1
FEB 99	22,688	62	64	69	87	32	7	1
MAR 99	23,418	64	67	72	86	51	15	3
APR 99	26,768	65	67	72	92	55	16	6
MAY 99	31,255	65	67	72	95	57	18	3
JUN 99	34,965	65	67	72	96	56	16	3
JUL 99	38,970	65	67	72	95	55	16	3
AUG 99	38,221	65	67	72	89	55	18	3
SEP 99	32,245	65	67	72	90	55	18	3
OCT 99	28,448	66	67	72	96	59	21	4
NOV 99	26,550	63	66	71	91	41	11	2
DEC 99	No data available							
AVERAGE	29,438	64	66	71	91	50	15	3

APPENDIX C: TOLL AUTHORITIES' SPEED SURVEYS

APPENDIX C

65 MPH SPEED ZONE MONITORING REPORT
TOLL AUTHORITIES

Roadway	Milepost	Location	Direction	Average Speed	
				Pre-65 MPH	Post-65 MPH
GS Parkway	39.2	Egg Harbor Twp.	Northbound	69	69
		Atlantic Co.	Southbound	69	68
GS Parkway	62.4	Stafford Twp.	Northbound	70	69
		Ocean Co.	Southbound	71	68
GS Parkway	87.0	Dover Twp.	Northbound	72	68
		Ocean Co.	Southbound	69	69
GS Parkway	107.5	Tinton Falls	NB Express	N/A	69
		Monmouth Co.	SB Express	N/A	66
GS Parkway	114.6	Holmdel	NB Express	N/A	64
		Monmouth	SB Express	N/A	62
GS Parkway	119.0	Aberdeen	NB Express	71	N/A
		Monmouth Co.	SB Express	71	69
GS Parkway	168.2	Hillsdale	Northbound	67	65
		Bergen Co.	Southbound	N/A	70
AC Expressway	23.5	Mays Landing	Eastbound	59	63
		Atlantic Co.	Westbound	62	60

55 MPH SPEED ZONE MONITORING REPORT

Roadway	Milepost	Location	Direction	Average Speed	
				Pre-65 MPH	Post-65 MPH
GS Parkway	14.8	Middle Twp.	Northbound	65	64
		Cape May Co.	Southbound	69	67
GS Parkway	133.2	Woodbridge	Northbound	69	69
		Middlesex Co.	Southbound	67	66
GS Parkway	155.0	Clifton	Northbound	67	67
		Passaic Co.	Southbound	62	62
AC Expressway	6.5	Egg Harbor Twp.	Eastbound	N/A	65
		Atlantic Co.	Westbound	61	N/A

NJ TURNPIKE SPEED SURVEY
"BEFORE" IMPLEMENTING 65 MPH
FEBRUARY 18, 1998 - MARCH 2, 1998

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed	85th percentile Speed	Standard Deviation	Percent Trucks	Percent Over 60 MPH	Percent Over 65 MPH	Percent Over 70 MPH
MP 26.5 SB	2/18/98 & 2/25/98	Daylight	500	63.57 MPH	68 MPH	3.54 MPH	20%	83.6%	31.4%	5.6%
MP 26.5 SB	3/2/98	Night	200	64.90 MPH	70 MPH	5.55 MPH	21%	80.0%	46.0%	18.0%
MP 44.8 NB	2/19/98 & 2/25/98	Daylight	500	62.11 MPH	66 MPH	3.12 MPH	29%	72.6%	19.6%	1.6%
MP 44.8 NB	3/2/98	Night	200	66.68 MPH	74 MPH	6.56 MPH	30%	84.0%	57.5%	28.5%
MP 4.4 WB	2/18/98 & 2/25/98	Daylight	500	63.41 MPH	68 MPH	3.82 MPH	27%	80.4%	31.8%	6.0%
Penn Ext.										
MP 4.4 WB	2/25/98	Night	200	65.66 MPH	66 MPH	4.80 MPH	26%	57.5%	20.5%	3.0%
Penn Ext.										
MP 75.4 SNO	2/19/98 & 2/25/98	Daylight	500	58.34 MPH	62 MPH	3.32 MPH	80%	30.6%	2.4%	0.0%
MP 78.8 SNI	2/20/98	Daylight	500	64.69 MPH	68 MPH	3.86 MPH	0%	88.0%	45.2%	10.2%
MP 78.8 SNI	2/26/98	Night	200	65.66 MPH	70 MPH	6.02 MPH	0%	87.0%	57.0%	18.0%
MP 113.8 SNE	2/20/98	Daylight	400	60.34 MPH	64 MPH	3.55 MPH	31%	51.2%	10.5%	1.0%
MP 113.8 SNE	3/1/98	Night	200	59.71 MPH	64 MPH	4.66 MPH	13%	46.0%	11.5%	2.5%

Location of Survey	Time of Survey
MP 26.5 SB	2/18/98, 11:40 am-12:40 pm, 2/25/98, 10:25 am-11:05 am, 3/2/98, 1:35 am-2:40 am
MP 44.8 NB	2/19/98, 9:55 am-10:45 am, 2/25/98, 11:30 am-12:05 pm, 3/2/98, 3:10 am-4:50 am
MP 4.4 WB Penn Ext.	2/18/98, 9:30 am-10:50 am, 2/25/98, 12:15 pm-12:55 pm, 2/25/98, 10:45 am-11:50 pm
MP 75.4 SNO	2/19/98, 11:55 am-12:55 pm, 2/25/98, 2:05 pm-3:10 pm
MP 78.8 SNI	2/20/98, 9:55 am-11:15 am , 2/26/98, 9:30 pm-10:40 pm
MP 113.8 SNE	2/20/98, 12:00 pm-12:55 pm, 3/1/98, 10:45 pm-11:40 pm

NEW JERSEY TURNPIKE AUTHORITY

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98
SEPTEMBER 15, 1998 - SEPTEMBER 18, 1998

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed Feb-98	Average Speed Sep-98	Difference In Average Speed	85th percentile Speed	Standard Deviation	Percent Trucks	Percent Over 65 MPH	Percent Over 70 MPH
MP 26 5 SB (65)	9/16/98	12:25 pm-2:55 pm	500	63.57 MPH	67.17 MPH	3.60 MPH	72 MPH	3.67 MPH	20%	69.4%	16.0%
MP 44 8 NB (65)	9/17/98	10:05 am-12:25 pm	500	62.11 MPH	66.47 MPH	4.36 MPH	70 MPH	3.29 MPH	23%	65.4%	9.0%
MP 4.4 WB Pa. Ext. (65)	9/16/98	9:25 am-11:35 am	500	63.41 MPH	68.84 MPH	5.43 MPH	70 MPH	3.44 MPH	19%	89.4%	24.8%
MP 75 4 SNO (65)	9/17/98	1:40 pm-2:55 pm	400	58.34 MPH	63.92 MPH	5.58 MPH	66 MPH	3.00 MPH	69%	35.0%	1.2%
MP 78 8 SNI (65)	9/18/98	10:15 am-11:50 am	500	64.69 MPH	67.35 MPH	2.66 MPH	72 MPH	3.63 MPH	0%	71.6%	17.8%
MP 113.8 SNE (55)	9/15/98	10:35 am-12:25 pm	500	60.34 MPH	64.48 MPH	4.14 MPH	70 MPH	4.00 MPH	28%	40.2%	6.8%

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98
APRIL 21, 1999 - APRIL 26, 1999

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed Feb-98	Average Speed Apr-99	Difference In Average Speed	85th percentile Speed	Standard Deviation	Percent Trucks	Percent Over 65 MPH	Percent Over 70 MPH
MP 26.5 SB (65)	4/21/99	2:45 pm-4:20 pm	500	63.57 MPH	68.34 MPH	2.77 MPH	70 MPH	3.38 MPH	24%	62.8%	9.2%
MP 44 8 NB (65)	4/26/99	2:00 pm-3:15 pm	500	62.11 MPH	67.00 MPH	4.89 MPH	70 MPH	3.29 MPH	18%	72.4%	10.2%
MP 4.4 WB Pa. Ext. (65)	4/23/99	9:30 am-11:10 am	500	63.41 MPH	65.94 MPH	2.43 MPH	70 MPH	3.47 MPH	20%	57.8%	8 2%
MP 75.4 SNO (65)	4/22/98	11:40 am-1:05 pm	500	58.34 MPH	63.88 MPH	5.54 MPH	66 MPH	2.81 MPH	78%	33.6%	0.8%
MP 78.8 SNI (65)	4/22/99	1:55 pm-3:15 pm	500	64.69 MPH	67.72 MPH	3.03 MPH	72 MPH	3.37 MPH	0%	79.6%	15.4%
MP 113.8 SNE (55)	4/21/99	10:35 am-12:15 pm	500	60.34 MPH	63.18 MPH	2.84 MPH	68 MPH	4.71 MPH	20%	22.0%	5.8%

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98
OCTOBER 5, 1999 - OCTOBER 15, 1999

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed Feb-98	Average Speed Oct-99	Difference In Average Speed	85th percentile Speed	Standard Deviation	Percent Trucks	Percent Over 65 MPH	Percent Over 70 MPH
MP 26.5 SB (65)	10/6/99	11:50 am-1:20 pm	500	63.57 MPH	67.42 MPH	3.85 MPH	70 MPH	3.32 MPH	21%	76.0%	14.2%
MP 44.8 NB (65)	10/6/99	2:40 pm-3:45 pm	500	62.11 MPH	65.81 MPH	3.70 MPH	70 MPH	3.27 MPH	24%	59.4%	4.8%
MP 4.4 WB Pa. Ext. (65)	10/15/99	9:45 am-11:20 am	500	63.41 MPH	66.61 MPH	3.79 MPH	70 MPH	4.01 MPH	22%	60.0%	11.8%
MP 75.4 SNO (65)	10/8/99	2:45 pm-4:15 pm	500	58.34 MPH	59.88 MPH	1.54 MPH	64 MPH	3.31 MPH	57%	6.8%	0.0%
MP 78.8 SNI (65)	10/15/99	12:05 pm-1:15 pm	500	64.69 MPH	70.47 MPH	6.30 MPH	74 MPH	3.73 MPH	0%	95.0%	41.8%
MP 113.8 SNE (55)	10/5/99	1:35 pm-3:00 pm	500	60.34 MPH	62.19 MPH	1.85 MPH	66 MPH	4.10 MPH	22%	24.0%	2.0%

NJTA, Operations Department

Feb 98 = "BEFORE" Period

NEW JERSEY TURNPIKE AUTHORITY

NJ TURNPIKE SPEED SURVEY

"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98

Location	Average Speed Feb-98 ("Before")	Average Speed Sep-98 ("After")	Average Speed Apr-99 ("After")	Average Speed Oct-99 ("After")	Average Speed 9/98 4/99 & 10/99 ("After")	Difference In Average Speed from Before Period	Percent Over 65 MPH Feb-98	Percent Over 65 MPH 9/98 4/99 & 10/99	Difference In Percent over 65 MPH from Before Period
MP 26.5 SB (65)	63.57 MPH	67.17 MPH	66.34 MPH	67.42 MPH	66.98 MPH	**3.41 MPH**	31.4%	69.4%	121.0%
MP 44.8 NB (65)	62.11 MPH	66.47 MPH	67.00 MPH	65.81 MPH	66.43 MPH	**4.32 MPH**	19.6%	65.7%	235.2%
MP 4.4 WB Pa. Ext. (65)	63.41 MPH	68.84 MPH	65.94 MPH	66.61 MPH	67.13 MPH	**3.72 MPH**	31.8%	69.1%	117.3%
MP 75.4 SNO (65)	58.34 MPH	63.92 MPH	63.88 MPH	59.88 MPH	62.56 MPH	**4.22 MPH**	2.4%	25.1%	945.8%
MP 78.8 SNI (65)	64.69 MPH	67.35 MPH	67.72 MPH	70.47 MPH	68.51 MPH	**3.82 MPH**	45.2%	82.1%	81.6%
MP 113.8 SNE (55)	60.34 MPH	64.48 MPH	63.18 MPH	62.19 MPH	63.28 MPH	**2.94 MPH**	10.5%	28.7%	173.3%

NJTA, Operations Department

Feb 98 = "BEFORE" Period

NEW JERSEY TURNPIKE AUTHORITY

65 MPH & 50/55 MPH Zones Mainline Accidents
18 Months "Before" (6/96-11/97) and 18 Months "After" (6/98-11/99)
the Change of the Speed Limit on 5/19/99

"Before" Period	# of acc. 65 MPH Zones	"After" Period	# of acc. 65 MPH Zones	Percent Change	"Before" Period	# of acc. other Mainline (50 & 55 MPH)	"After" Period	# of acc. other Mainline (50 & 55 MPH)	Percent Change
Jun-96	118	Jun-98	157	33.1%	Jun-96	136	Jun-98	168	23.5%
Jul-96	152	Jul-98	155	2.0%	Jul-96	136	Jul-98	161	18.4%
Aug-96	145	Aug-98	196	35.2%	Aug-96	153	Aug-98	166	8.5%
Sep-96	113	Sep-98	133	17.7%	Sep-96	138	Sep-98	163	18.1%
Oct-96	140	Oct-98	165	17.9%	Oct-96	193	Oct-98	158	-18.1%
Nov-96	160	Nov-98	166	3.8%	Nov-96	146	Nov-98	157	7.5%
Dec-96	166	Dec-98	141	-15.1%	Dec-96	144	Dec-98	153	6.3%
Jan-97	126	Jan-99	202	60.3%	Jan-97	100	Jan-99	165	65.0%
Feb-97	74	Feb-99	97	31.1%	Feb-97	87	Feb-99	120	37.9%
Mar-97	119	Mar-99	139	16.8%	Mar-97	101	Mar-99	197	95.0%
Apr-97	107	Apr-99	117	9.3%	Apr-97	141	Apr-99	137	-2.8%
May-97	118	May-99	211	78.8%	May-97	72	May-99	172	138.9%
Jun-97	130	Jun-99	190	46.2%	Jun-97	164	Jun-99	142	-13.4%
Jul-97	152	Jul-99	166	9.2%	Jul-97	153	Jul-99	188	22.9%
Aug-97	185	Aug-99	175	-5.4%	Aug-97	130	Aug-99	172	32.3%
Sep-97	124	Sep-99	156	25.8%	Sep-97	131	Sep-99	134	2.3%
Oct-97	129	Oct-99	162	25.6%	Oct-97	148	Oct-99	158	6.8%
Nov-97	159	Nov-99			Nov-97	139	Nov-99		
Total	**2,417**	**Total**			**Total**	**2,412**	**Total**		
6/96-10/97	**2,258**	**6/98-10/99**	**2,728**	**20.8%**	**6/96-10/97**	**2,273**	**6/98-10/99**	**2,711**	**19.3%**

NEW JERSEY TURNPIKE AUTHORITY

65 MPH & 50/55 MPH Zones Mainline Accidents
18 Months "Before" (6/96-11/97) and 18 Months "After" (6/98-11/99)
the Change of the Speed Limit on 5/19/99

"Before" Period	Number of all Mainline Accidents	"After" Period	Number of all Mainline Accidents	Percent Change	"Before" Period	Number of all Accidents	"After" Period	Number of all Accidents	Percent Change
Jun-96	254	Jun-98	325	28.0%	Jun-96	423	Jun-98	532	25.8%
Jul-96	288	Jul-98	316	9.7%	Jul-96	432	Jul-98	542	25.5%
Aug-96	298	Aug-98	362	21.5%	Aug-96	441	Aug-98	559	26.8%
Sep-96	251	Sep-98	296	17.9%	Sep-96	400	Sep-98	493	23.3%
Oct-96	333	Oct-98	323	-3.0%	Oct-96	494	Oct-98	516	4.5%
Nov-96	306	Nov-98	299	-2.3%	Nov-96	455	Nov-98	483	6.2%
Dec-96	310	Dec-98	294	-5.2%	Dec-96	462	Dec-98	511	10.6%
Jan-97	226	Jan-99	367	62.4%	Jan-97	337	Jan-99	478	41.8%
Feb-97	161	Feb-99	217	34.8%	Feb-97	272	Feb-99	357	31.3%
Mar-97	220	Mar-99	336	52.7%	Mar-97	363	Mar-99	514	41.6%
Apr-97	248	Apr-99	254	2.4%	Apr-97	406	Apr-99	458	12.8%
May-97	260	May-99	383	47.3%	May-97	424	May-99	608	43.4%
Jun-97	294	Jun-99	302	2.7%	Jun-97	446	Jun-99	522	17.0%
Jul-97	305	Jul-99	354	16.1%	Jul-97	461	Jul-99	553	20.0%
Aug-97	315	Aug-99	367	16.5%	Aug-97	493	Aug-99	585	18.7%
Sep-97	255	Sep-99	290	13.7%	Sep-97	407	Sep-99	506	24.3%
Oct-97	277	Oct-99	358	29.2%	Oct-97	442	Oct-99	563	27.4%
Nov-97	298	Nov-99			Nov-97	472	Nov-99		
Total	**4,899**	**Total**			**Total**	**7,630**	**Total**		
6/96-10/97	**4,601**	**6/98-10/99**	**5,443**	**18.3%**	**6/96-10/97**	**7,158**	**6/98-10/99**	**8,780**	**22.7%**

65 MPH & 50/55 MPH Zones Mainline Accidents
18 Months "Before" (6/96-11/97) and 18 Months "After" (6/98-11/99)
the Change of the Speed Limit on 5/19/99

"Before" Period	Number of Fatal acc. 65 MPH Zones	"After" Period	Number of Fatal acc. 65 MPH Zones	Percent Change	"Before" Period	Number of Fatalities 65 MPH Zones	"After" Period	Number of Fatalities 65 MPH Zones	Percent Change
Jun-96	1	Jun-98	0	-100.0%	Jun-96	1	Jun-98	0	-100.0%
Jul-96	1	Jul-98	3	200.0%	Jul-96	1	Jul-98	5	400.0%
Aug-96	2	Aug-98	1	-50.0%	Aug-96	2	Aug-98	1	-50.0%
Sep-96	1	Sep-98	1	0.0%	Sep-96	1	Sep-98	1	0.0%
Oct-96	0	Oct-98	1	**N/A**	Oct-96	0	Oct-98	1	**N/A**
Nov-96	5	Nov-98	1	-80.0%	Nov-96	6	Nov-98	1	-83.3%
Dec-96	1	Dec-98	1	0.0%	Dec-96	1	Dec-98	1	0.0%
Jan-97	0	Jan-99	1	**N/A**	Jan-97	0	Jan-99	1	**N/A**
Feb-97	1	Feb-99	0	-100.0%	Feb-97	3	Feb-99	0	-100.0%
Mar-97	1	Mar-99	0	-100.0%	Mar-97	1	Mar-99	0	-100.0%
Apr-97	0	Apr-99	2	**N/A**	Apr-97	0	Apr-99	2	**N/A**
May-97	1	May-99	3	200.0%	May-97	1	May-99	3	200.0%
Jun-97	0	Jun-99	1	**N/A**	Jun-97	0	Jun-99	1	**N/A**
Jul-97	1	Jul-99	4	300.0%	Jul-97	1	Jul-99	4	300.0%
Aug-97	2	Aug-99	0	-100.0%	Aug-97	2	Aug-99	0	-100.0%
Sep-97	0	Sep-99	1	**N/A**	Sep-97	0	Sep-99	1	**N/A**
Oct-97	2	Oct-99	0	-100.0%	Oct-97	2	Oct-99	0	
Nov-97	1	Nov-99			Nov-97	2	Nov-99		
Total	**20**	**Total**			**Total**	**24**	**Total**		

6/96-10/97	**19**	**6/98-10/99**	**20**	**5.3%**	**6/96-10/97**	**22**	**6/98-10/99**	**22**	**0.0%**

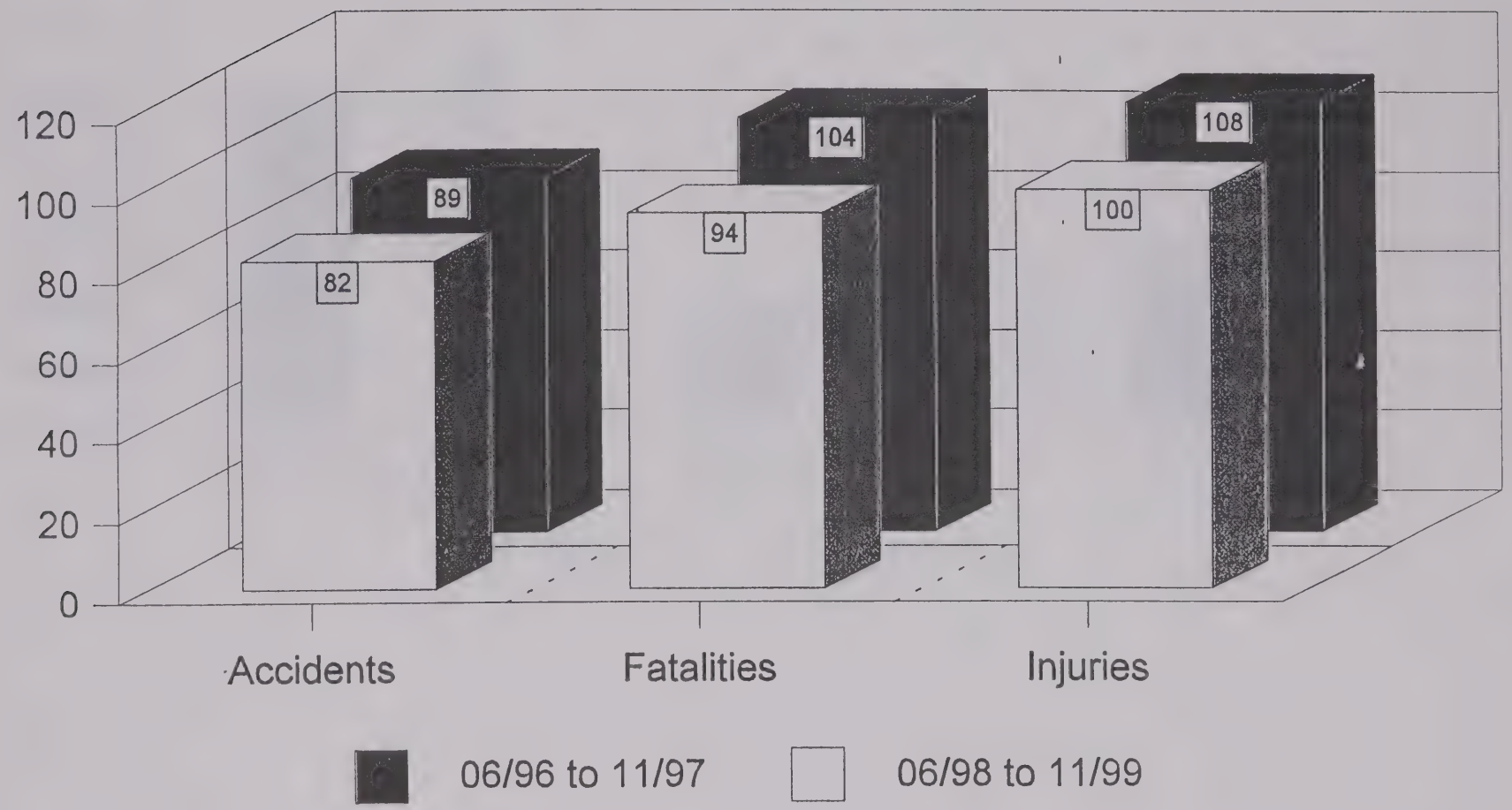
65 MPH & 50/55 MPH Zones Mainline Accidents
18 Months "Before" (6/96-11/97) and 18 Months "After" (6/98-11/99)
the Change of the Speed Limit on 5/19/99

"Before" Period	Number of Injury acc. 65 MPH Zones	"After" Period	Number of Injury acc. 65 MPH Zones	Percent Change	"Before" Period	Number of Injuries 65 MPH Zones	"After" Period	Number of Injuries 65 MPH Zones	Percent Change
Jun-96	49	Jun-98	47	-4.1%	Jun-96	82	Jun-98	75	-8.5%
Jul-96	49	Jul-98	47	-4.1%	Jul-96	96	Jul-98	91	-5.2%
Aug-96	53	Aug-98	78	47.2%	Aug-96	92	Aug-98	130	41.3%
Sep-96	45	Sep-98	48	6.7%	Sep-96	118	Sep-98	124	5.1%
Oct-96	40	Oct-98	42	5.0%	Oct-96	62	Oct-98	73	17.7%
Nov-96	39	Nov-98	42	7.7%	Nov-96	70	Nov-98	75	7.1%
Dec-96	49	Dec-98	30	-38.8%	Dec-96	79	Dec-98	49	-38.0%
Jan-97	39	Jan-99	50	28.2%	Jan-97	74	Jan-99	71	-4.1%
Feb-97	13	Feb-99	22	69.2%	Feb-97	20	Feb-99	39	95.0%
Mar-97	37	Mar-99	35	-5.4%	Mar-97	78	Mar-99	76	-2.6%
Apr-97	36	Apr-99	40	11.1%	Apr-97	57	Apr-99	60	5.3%
May-97	39	May-99	68	74.4%	May-97	83	May-99	108	30.1%
Jun-97	37	Jun-99	56	51.4%	Jun-97	55	Jun-99	101	83.6%
Jul-97	56	Jul-99	53	-5.4%	Jul-97	120	Jul-99	100	-16.7%
Aug-97	61	Aug-99	47	-23.0%	Aug-97	126	Aug-99	75	-40.5%
Sep-97	29	Sep-99	46	58.6%	Sep-97	41	Sep-99	81	97.6%
Oct-97	29	Oct-99	44	51.7%	Oct-97	49	Oct-99	85	73.5%
Nov-97	45	Nov-99			Nov-97	90	Nov-99		
Total	**745**	**Total**			**Total**	**1,392**	**Total**		
6/96-10/97	**700**	**6/98-10/99**	**795**	**13.6%**	**6/96-10/97**	**1,302**	**6/98-10/99**	**1,413**	**8.5%**

APPENDIX D: FATAL ACCIDENTS, TOTAL ACCIDENTS AND ACCIDENTS ON INDIVIDUAL ROADWAY SEGMENTS

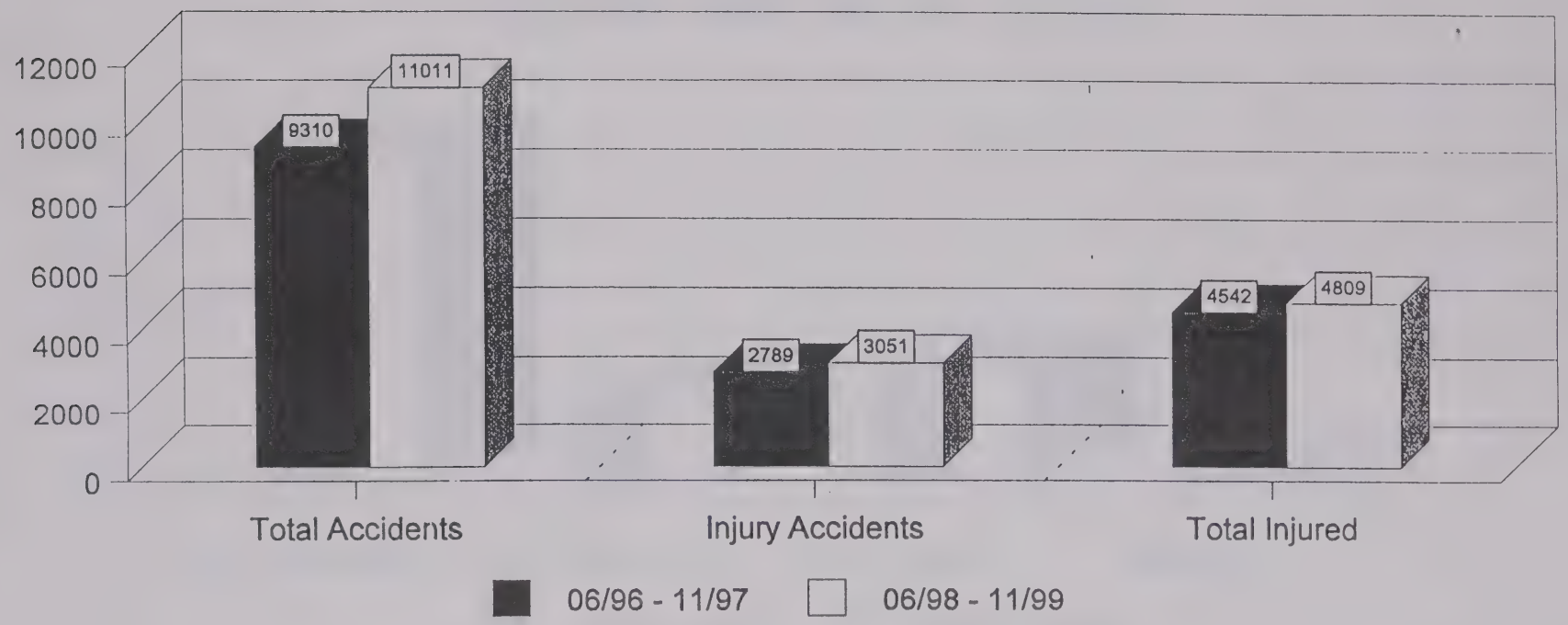
65 MPH Speed Zone

Fatal Accident Comparative Data Report



65 MPH Speed Zone

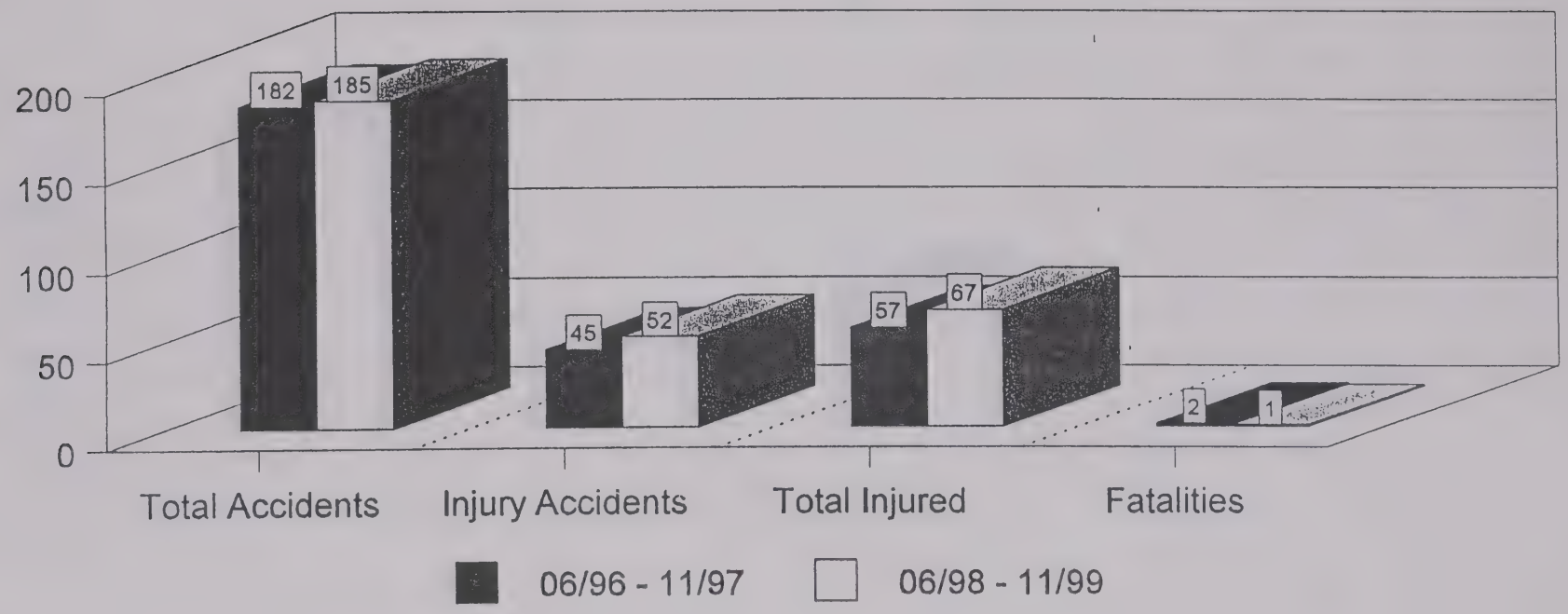
Total Accident/Injury Comparative Data Report



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

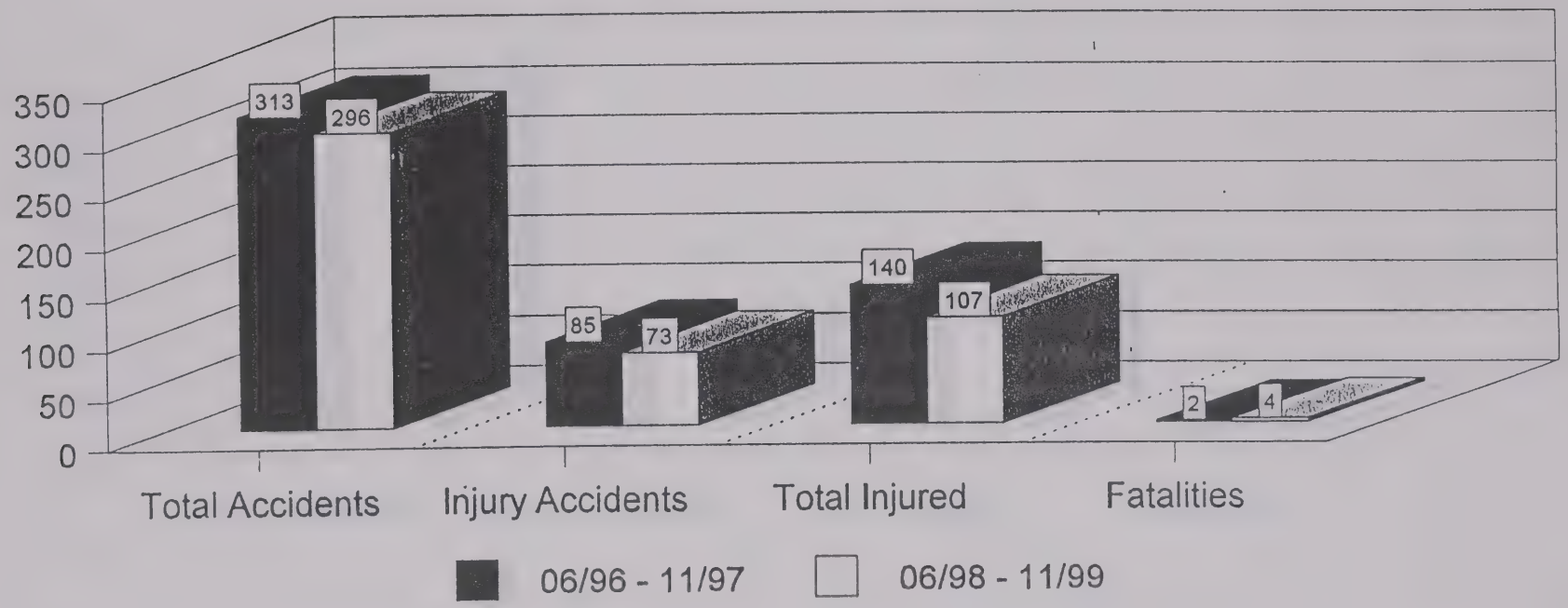
I-295 MP 4.0 - 20.0



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

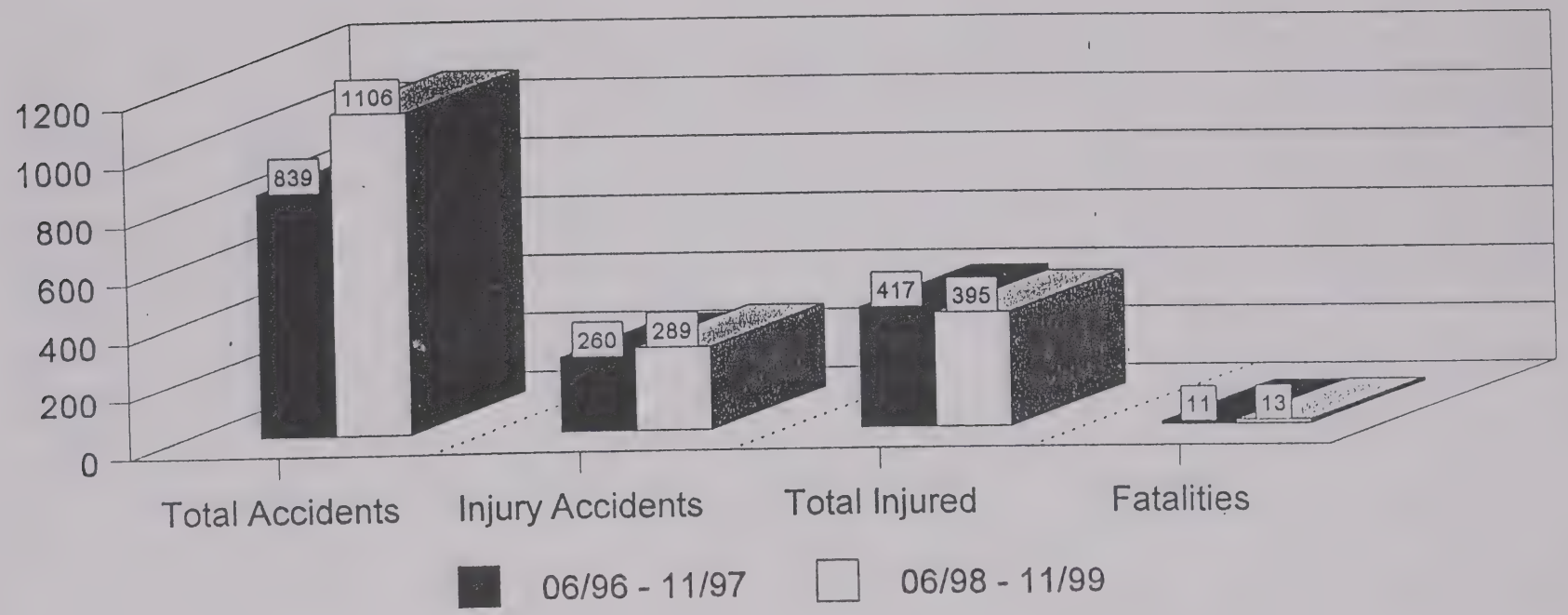
SH 55 MP 21.5 - 56.0



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

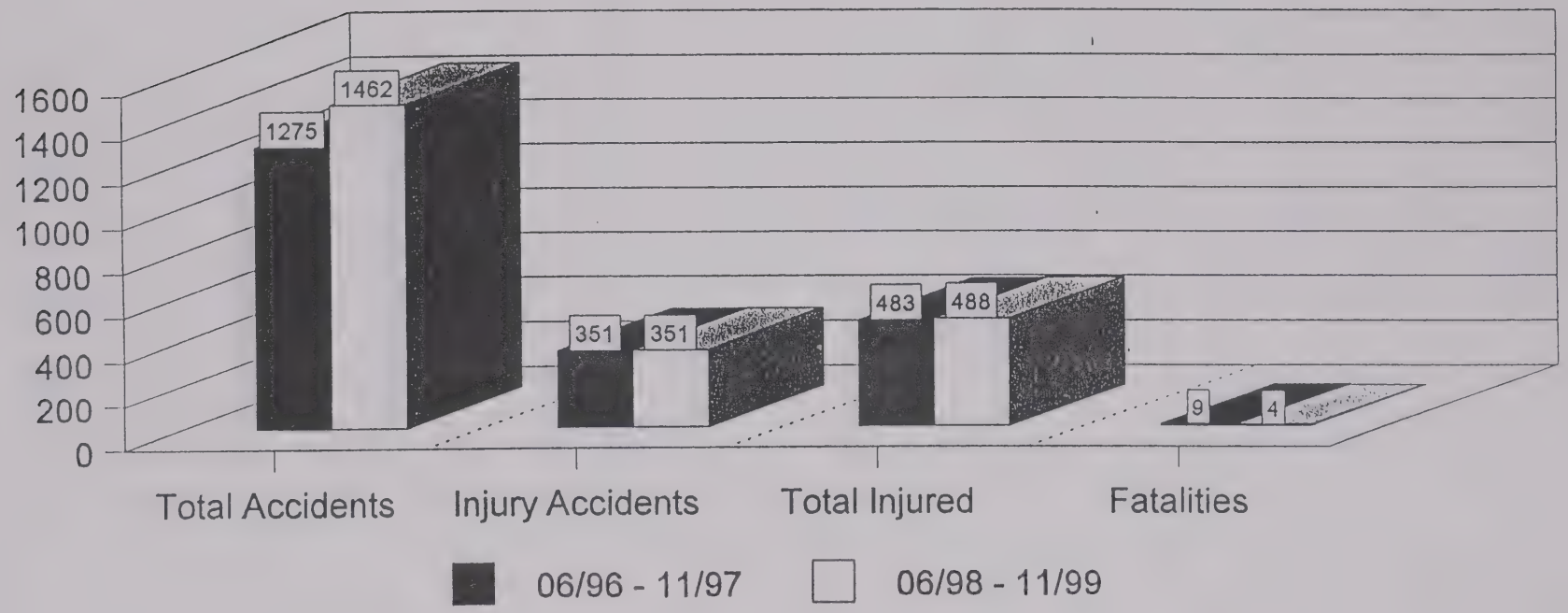
I-78 MP 0.45 - 48.12



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

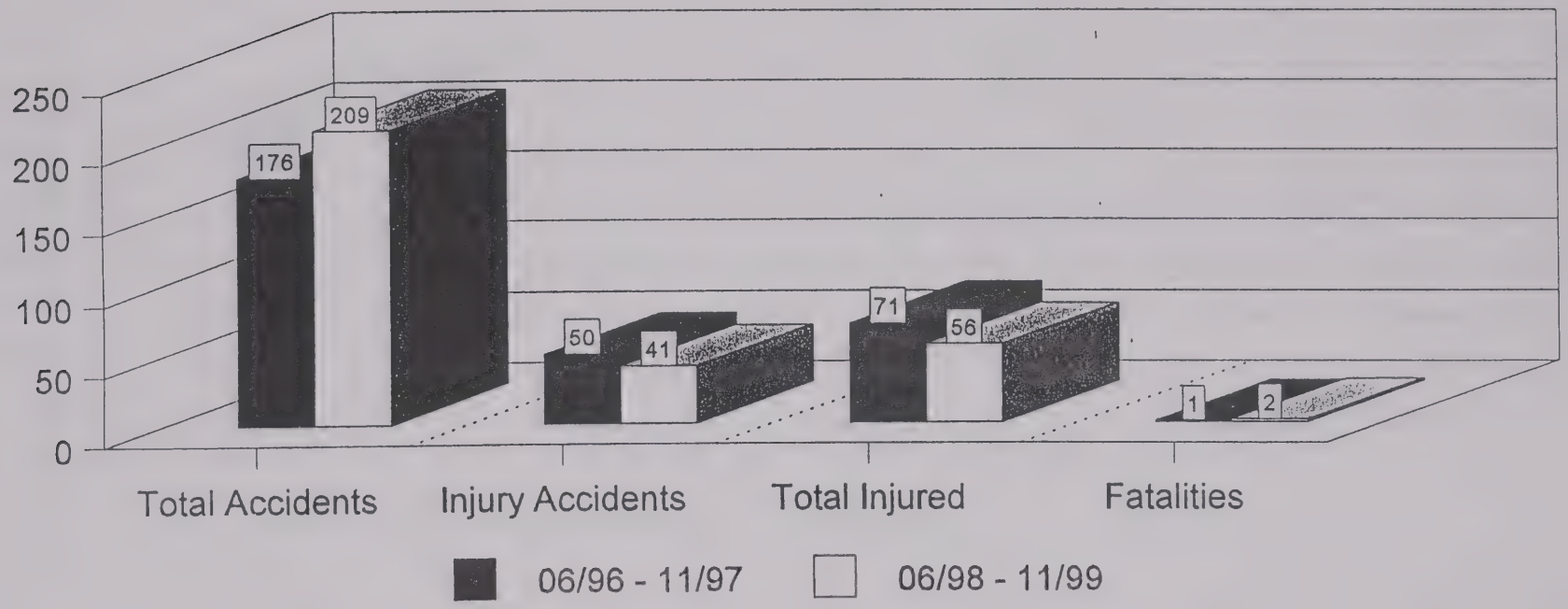
I-80 MP 5.1 - 41.87



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

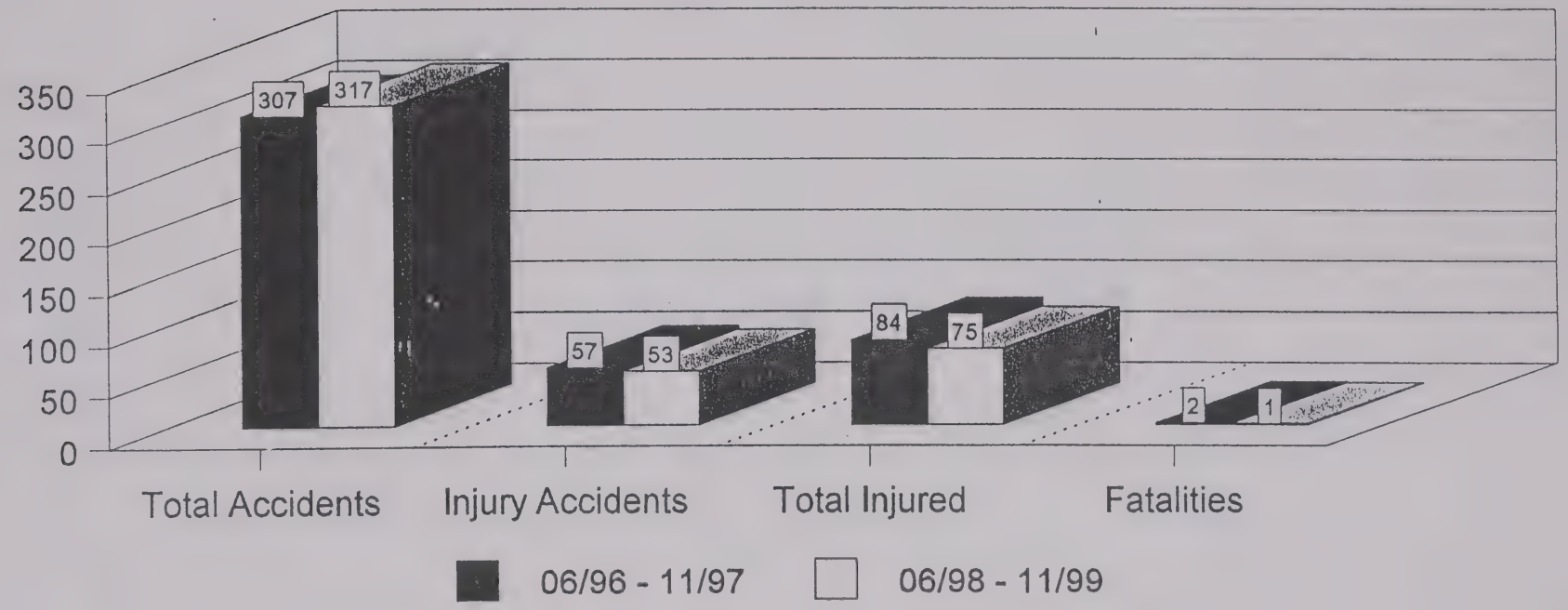
I-287 MP 43.11 - 66.30



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

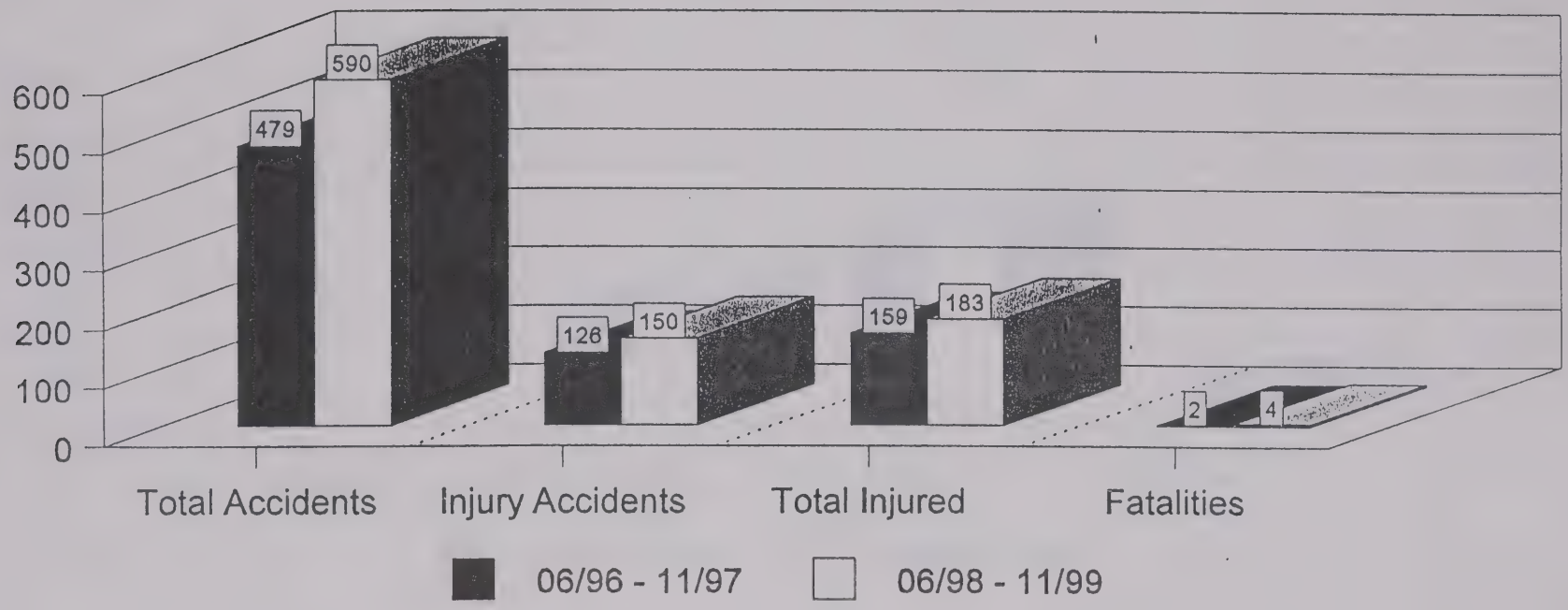
I-195 MP 3.73 - 33.81



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

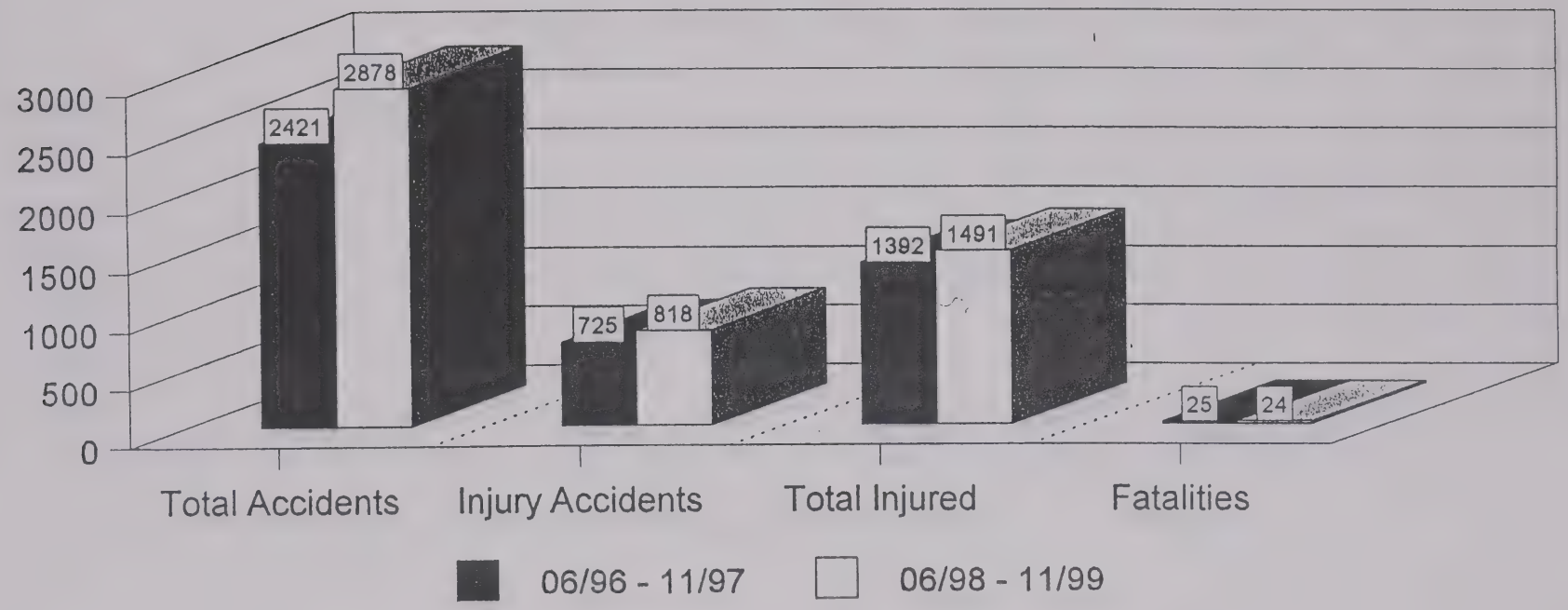
I-295 MP 35.26 - 67.10



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

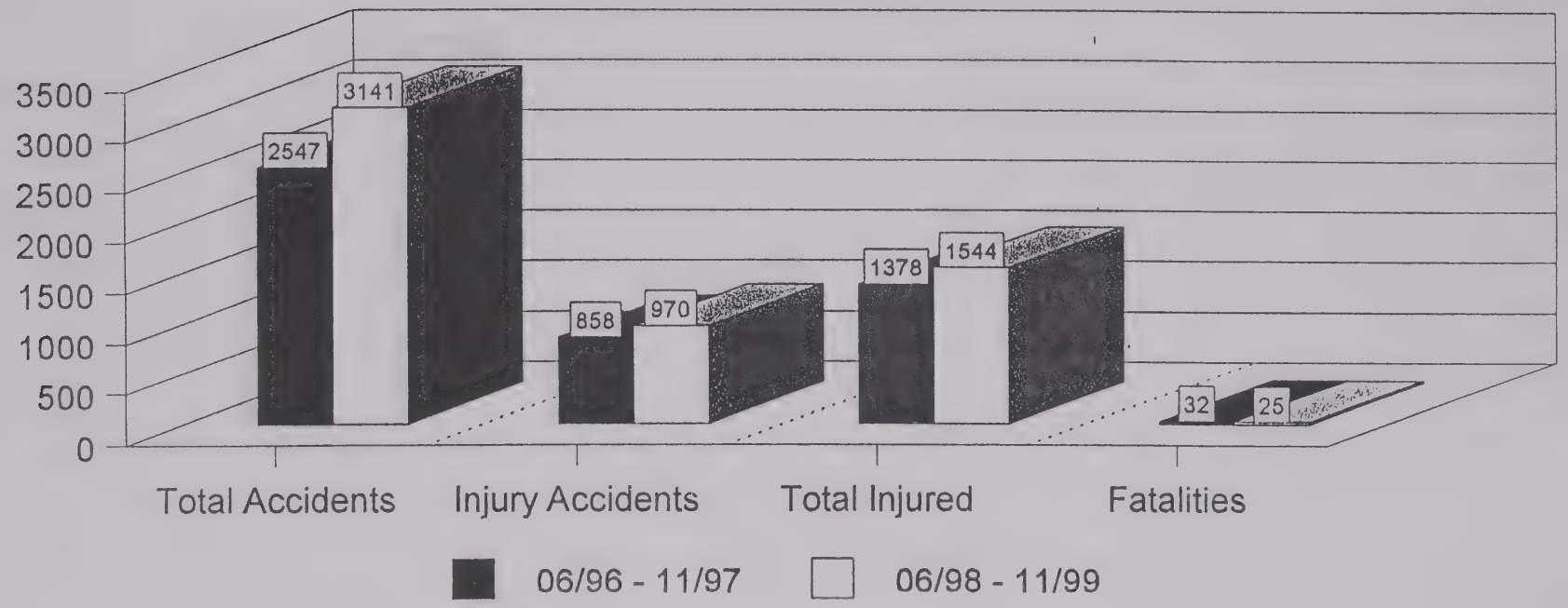
NJ Turnpike MP 1.3 - 97.2



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

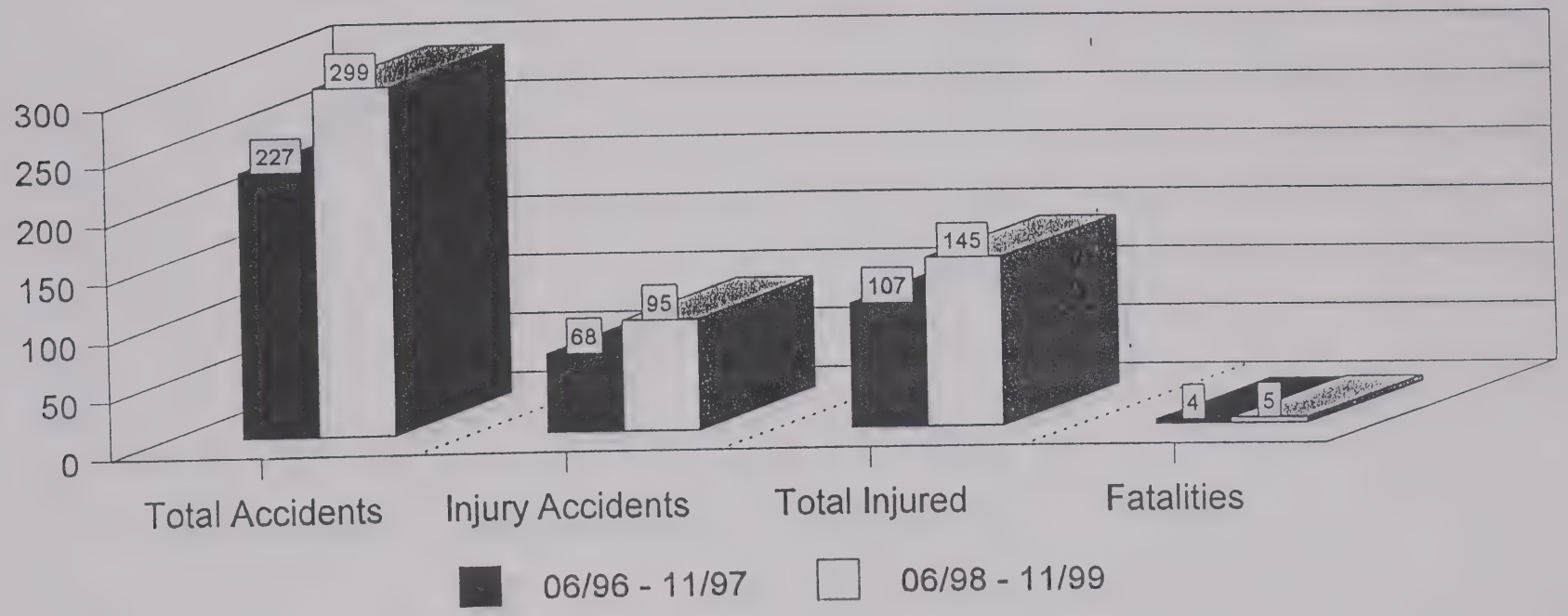
GS Parkway MP 29.0 - 123.5



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

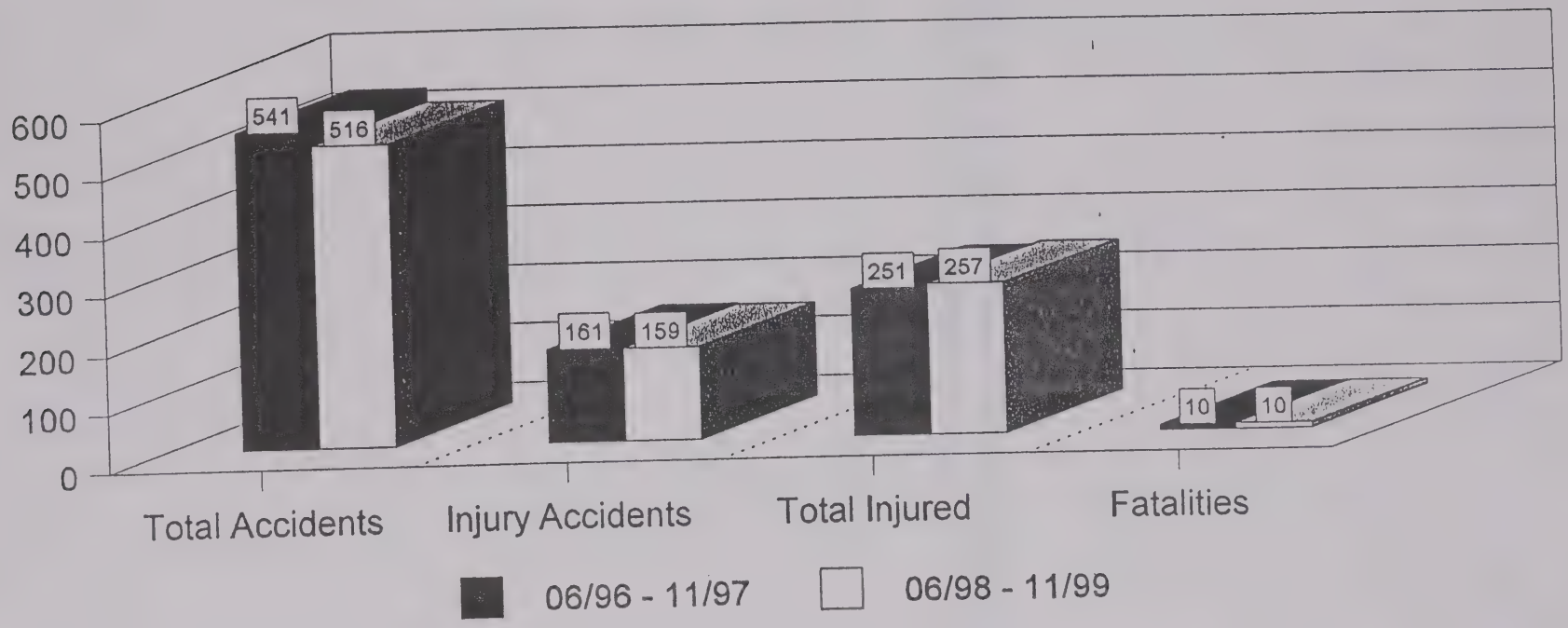
GS Parkway MP 163.3 - 172.0



65 MPH Speed Zone

Roadway/Accident Comparative Data Report

AC Expressway MP 8.0 - 44.19



APPENDIX E: NEW JERSEY DEPARTMENT OF TRANSPORTATION ANNUAL SAFETY REPORT

APPENDIX E

TABLE III

NEW JERSEY ACCIDENT STATISTICS - ALL ROADS (CALENDAR YEARS 1984 THRU 1996)

ACCIDENT RATES

YEAR	FATAL/100mvm	INJURY/mvm	TOTAL PROPERTY DAMAGE/mvm	ACCIDENT RATE/mvm
1984	1.69	1.65	2.61	4.27
1985	1.71	1.72	2.86	4.60
1986	1.75	1.73	2.99	4.74
1987	1.63	1.74	3.17	4.92
1988	1.65	1.68	3.09	4.79
1989	1.36	1.56	2.89	4.47
1990	N/A	N/A	N/A	N/A
1991	1.19	1.35	2.36	3.72
1992	1.16	N/A	N/A	4.13
1993	1.20	1.36	2.31	3.68
1994	1.14	1.36	2.41	3.78
1995	1.26	1.55	2.66	4.20
1996	1.21	1.30	2.39	3.70

NUMBER OF ACCIDENTS

YEAR	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
1984	883	86,147	136,022	223,052
1985	908	91,356	151,976	244,240
1986	975	96,770	166,987	264,732
1987	929	99,047	181,042	281,018
1988	966	98,512	180,780	280,258
1989	814	93,396	173,377	267,888
1990	-	-	-	-
1991	704	80,112	139,928	220,774
1992	689	N/A	N/A	245,680
1993	719	81,368	137,885	219,972
1994	690	82,025	145,976	228,691
1995	773	94,367	162,064	256,431
1996	754	80,730	148,413	229,897

VEHICLE - MILES TRAVELLED

YEAR	VMT x 10^6
1984	52,170
1985	53,108
1986	55,844
1987	57,071
1988	58,512
1989	59,899
1990	58,922
1991	59,288
1992	59,410
1993	59,726
1994	60,466
1995	61,013
1996	62,162

APPENDIX F: 65 MPH SUMMONS AND ACCIDENT DATA

65 MPH SUMMONS & ACCIDENT DATA
TROOPS A, B, C, D, & E

11/05/99 (Monthly Cumulative & Year to Date/Week 10/01/99 thru 11/05/99)

SPEEDING SUMMONSES

TROOP	*1-9 mph*	*10-14mph*	*15-19mph*	*20-24mph*	*25-28mph*	*Over28mph*	*TOTAL*
TROOP "A"	*136*	*145*	*150*	*65*	*16*	*7*	*519*
TROOP "B"	*89*	*299*	*424*	*143*	*47*	*25*	*1027*
TROOP "C"	*51*	*90*	*59*	*26*	*6*	*8*	*240*
TROOP "D"	*698*	*316*	*643*	*326*	*143*	*104*	*2230*
TROOP "E"	*445*	*301*	*475*	*161*	*60*	*40*	*1482*
TOTAL	*1419*	*1151*	*1751*	*721*	*272*	*184*	*5498*
YEAR TO DATE	*30412*	*23583*	*24581*	*8903*	*3294*	*2256*	*93029*

ACCIDENT DATA

TROOP	UNSAFE SPEED	REAR END	RAN OFF ROAD	SIDE-SWIPE	COMM VEH.	MOTOR COACH	FATALS	FATAL-ITIES	RESIDUAL ACCIDENTS	TOTAL
TROOP "A"	2	7	23	3	1	0	0	0	38	74
TROOP "B"	0	66	8	44	24	0	1	1	15	159
TROOP "C"	1	8	15	0	0	0	0	0	0	24
TROOP "D"	7	48	21	26	46	2	0	0	11	161
TROOP "E"	6	126	97	39	6	0	0	0	8	282
TOTAL	16	255	164	112	77	2	1	1	72	700
YEAR TO DATE	461	4454	2430	2253	873	49	64	74	748	11406

AGGRESSIVE DRIVER VIOLATIONS

TROOP	**39:4-89**	**39:4-88B**	**39:4-97**	**39:4-81**	**39:4-144**	**39:4-85**	**39:3-76.2f**	**Totals**	**Warnings**
TROOP "A"	0	20	22	0	0	0	243	285	583
TROOP "B"	14	43	91	1	0	12	312	473	1066
TROOP "C"	3	16	29	0	0	1	278	327	1007
TROOP "D"	30	142	167	0	0	33	582	954	1940
TROOP "E"	19	82	167	4	0	45	483	800	1403
TOTAL	66	303	476	5	0	91	1898	2839	5999
YEAR TO DATE	1212	4295	6874	149	617	1579	34947	49573	108374

NOTE: Residual Accidents will be those accidents occurring within five (5) miles after leaving the posted 65 MPH zone. The above "Aggressive Driver Violations" will also be captured for this residual area/zone.

APPENDIX G: FREQUENTLY ASKED QUESTIONS ABOUT THE 65 MPH SPEED LIMIT

Since an argument can be made that most motorists drive in a reasonable and prudent manner, why not leave it up to the individual driver to determine what speed is appropriate?

The primary reason for regulating individual choices is the significant risks drivers can impose on others because of inappropriate speed choices. Another reason derives from the inability of some drivers to correctly judge the capabilities of their vehicles (e.g. stopping, handling) and to anticipate roadway geometry and roadside conditions sufficiently to determine appropriate driving speeds. Related to this reason is the tendency of some drivers to underestimate or misjudge the effects of speed on crash probability and severity. It is noted that one state (Montana) had set no speed limit on some of its miles of roadway and has since repealed it with a speed limit.

APPENDIX H: 65 MPH SCHEDULE OF EVENTS

APPENDIX H

65 MPH
SCHEDULE OF EVENTS

Event	March 1998	April 1998	May 1998		November 1999		February 2000
Sign Designs Completed (Fabric. begins)	March 6						
Revised List of Roadways	March 10						
MPO Board Mtgs completed	End of March						
30-Day Advertisement of Selected Roadways (AD-12)		Week of April 13					
Preliminary 18-Month Study Plan completed		April 19					
Final 18-Month Study Plan completed			May 18				
Press Release/ Media Event			May 18				
Sign Installation			On or Before May 19				
18-Month Program Begins			May 19				
Data Collection Period				May 1998 to Nov. 1999			
18-Month Program Ends					November 19, 1999		
Study Completed							February 19, 2000

SCHEDULE OF EVENTS
UP Mark

Saturday, [illegible]

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